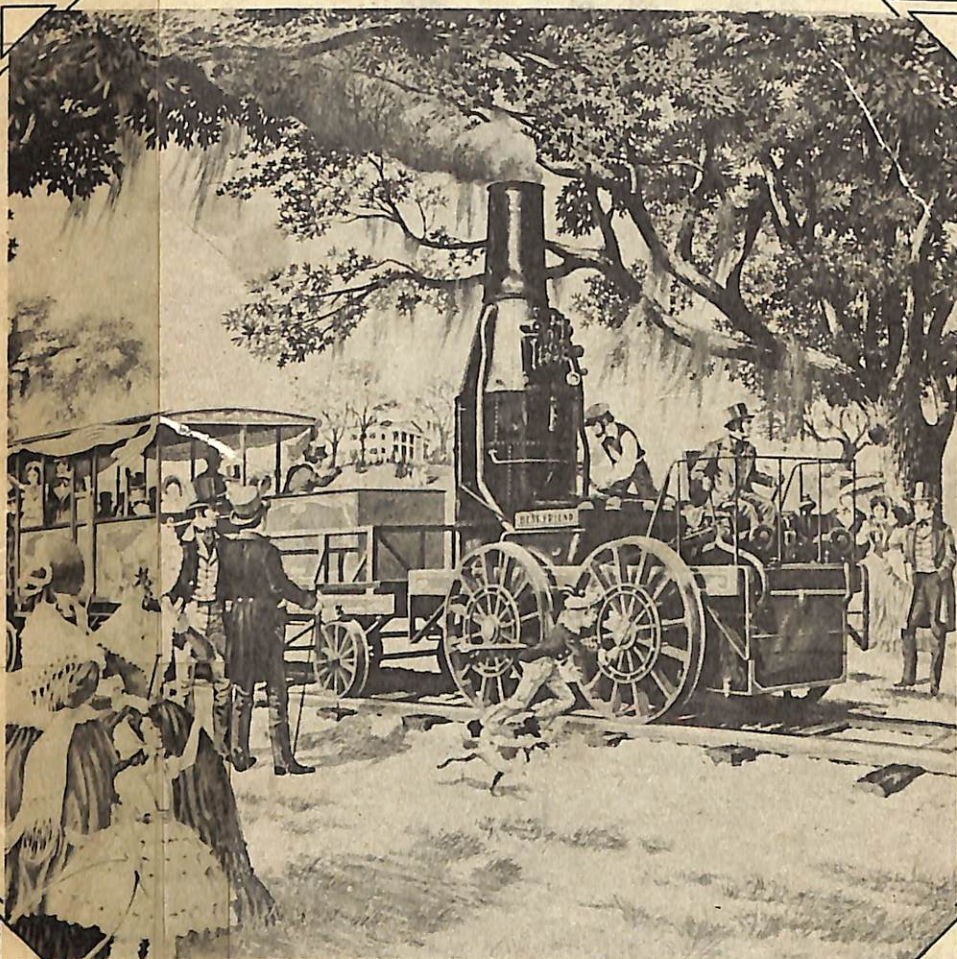


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OVER THE RAILS BY STEAM

(A Railroad Scrapbook)

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OVER THE RAILS BY STEAM

"
A Railroad Scrapbook

By
Clinton F. Thurlow
"

History: Railroading

Author of
The Weeks Mills "Y" of the Two-Footer
and
The W W & F Two-Footer - Hail and Farewell

Copyright, 1965
by
Clinton F. Thurlow
Weeks Mills, Maine

184487

Dedication

To my ever faithful and capable wife without whose aid this book would not be written, may I express sincere thanks.

Acknowledgments

Pictures and information came from so many sources that it would be impossible for me here to thank each individual. So let me at this point thank everyone who helped make possible the compiling of this book.

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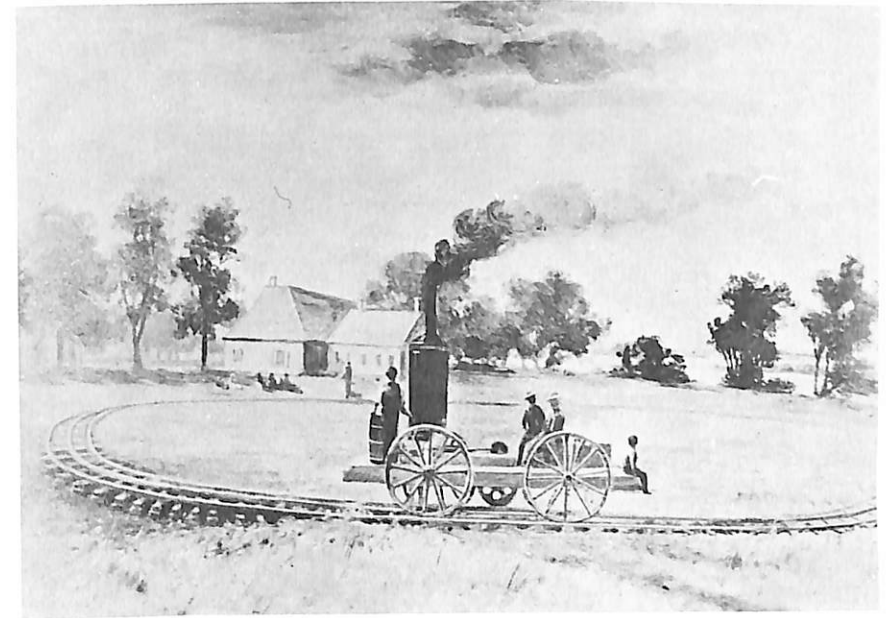
Introduction

What is there about the two footers that is so fascinating? Less than two years ago I had no knowledge and less interest in the little railroads. When the roof of the only non-converted or destroyed station on the Wiscasset, Waterville and Farmington line here in Weeks Mills caved in, my interest was aroused. I talked with a few people down the line and their enthusiasm and feeling of nostalgia got into my blood. As I talked with more people, my historical sense came to the front, and I realized that if the facts about the railroad were to be preserved, I should get busy. In checking the records at the State Library I became further convinced. I was very fortunate in having several students from my high school teaching days who lived in the area. Conversations with them and with other people combined with library research resulted in publication of The Weeks Mills "Y" of the Two Footer. Response was unexpectedly enthusiastic. Second and third printings were made as material for "The W W & F Two-Footer - Hail and Farewell" accumulated. New data, stories and pictures were included in this, my second publication, released late in 1964.

I have the impression that those who are interested in the narrow gauge are also interested in early railroad history per se. Therefore, I have dug out material on this topic. With Maine having a generous share of narrow gauge roads in the country, a review of early railroad events, reveals interesting information concerning the first attempts to establish them in Maine.

The following pages share with you what are for me some of the interesting highlights of the locomotive power, rails, stations and people who have made it possible for folks to get from here to there.

Early Railroads



Courtesy of Stevens Institute of Technology

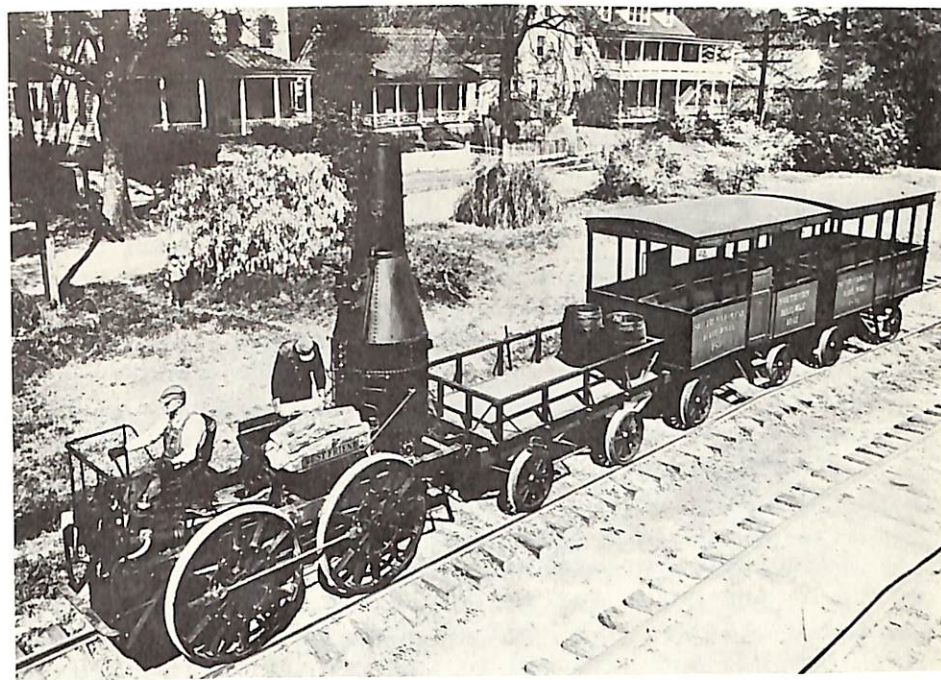
In 1825, John Stevens built and operated the first locomotive to run on rails in America. It ran on a half-mile circle of track at Steven's home in Hoboken, New Jersey.

Early Locomotives

England was the mother of the railway as we know it. Horse drawn railways originated in England and were found at the same time in Scotland and Wales. Richard Trevithick made three models in 1797, but they were not taken very seriously. George Stevenson invented one on September 27, 1825 which was the first railway in the world that had locomotive traction and carried both passengers and freight. The honor of the first public railway goes to the Surry Iron Railway Company which opened in 1803 between Wandsworth and Croydon. It used horses as a means of locomotion. The Oyestermouth Railway became the first railway to carry fare-paying passengers. It was horse drawn and opened in March, 1807. The "Royal George" designed by Timothy Hackworth, was the first to eliminate horses. It was developed in 1833. On September 15, 1830 the Liverpool and Manchester Railroad was opened. It was the first public railway using steam locomotives exclusively.

In 1825 we find John Stevens building and operating in Hoboken, N.J., the first railroad to run on rails in the United States. The first U.S. railway to be chartered as a common carrier of passengers and freight was the Baltimore and Ohio on February 28, 1827. On December 25, 1830 we find the first railroad in the U. S. to use a steam locomotive to haul passengers was the five foot gauge line from Charleston to Hamburg, South Carolina.

It was not long before we had more miles than any other country. By the late 1850's there were 217,700 miles of railroad track in the United States, Canada being second with 43,313 miles. The United States was one of the few countries that had a system of private railroads. We recall how during World War II, the government took over the railroads, and how glad the people were to have them returned to their owners. Although the gauge varied widely in this country, a uniform gauge was early recognized as desirable. The standard gauge of four feet, 8½ inches is used in about 60% of the world's railroads today.



Courtesy of Southern Railway System

"The Best Friend" placed in service in 1830 on the South Carolina Canal and Rail Road Company (now a part of the Southern Railway System) was the first locomotive to be operated in regular service on an American Railroad.

Cover Picture

In December, 1830 "The Best Friend of Charleston," highballed at speeds of up to 21 miles an hour along the six completed miles of the South Carolina Canal and Rail Road Company. This event, (125th anniversary Christmas Day, 1955) marked the real beginning of the steam railroad business in this country.

David Eccles, an energetic Mormon business man and industrialist from Utah was interested in obtaining a lot of ponderosa pine in eastern Oregon. He conceived the idea of getting the pine and making it into lumber at Baker, a small town on the Union Pacific. For this purpose he organized a railroad company in 1890 and built a three foot gauge road. The first 22 miles to McEwen were built in 1892. Building continued until he reached Prairie City, 60 miles from the Baker roundhouse. The original investment in the road was \$1,654,000. "Sumpter Valley" was the name of the line painted on the secondhand locomotives. They had to be converted to wood, for the slabs from sawmills had to serve as fuel. A retired veteran engineer stated that five cords of slab and edgings would be put on at Baker, and usually more was picked up before reaching Prairie City.

A notable wreck involving a number of steers occurred on the road during World War I between Sumpter and Larch Station. A wooden beam on one of the stock cars loosened and dropped to the rails. Derailment of other stock cars followed and many of the steers were so badly injured that they had to be killed. Others escaped to the valley. The crew apparently was not made up of cowboys for they refused to pursue the animals, so a posse of buckaroos was hired to hunt the cattle. The hunt could be considered successful as they finally returned with more steers than were originally listed.

This railroad not only was engaged in bringing pine out but it also did a very fine business in passenger service. As many as a hundred passengers would get on the train at Baker.

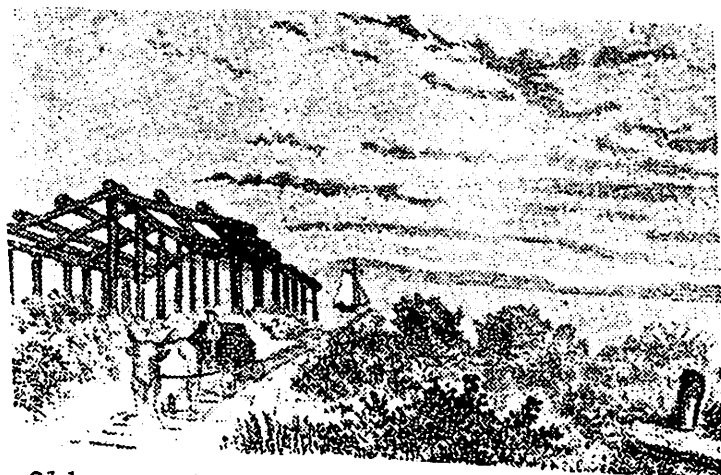
Prosperity seemed to dominate this railroad until 1916, when things began to peter out at Sumpter. A fire destroyed the town in 1917. As late as 1937, however, a passenger train named the Stump Dodger, went over the road week days, and in 1947 it was possible to buy a ticket for a ride on the caboose. According to the company's books during 1945 the line carried 32 passengers 488 miles for a total revenue of \$28. Wood burners went out of existence in 1939, and its rolling stock was re-

placed with a fleet of gasoline-driven trucks. Such was the fate of the narrow gaugers, regardless of what part of the country they served.

One of the earliest, and certainly one of the strangest railroads that we have had in this country was built in the Moosehead Lake area of Maine. One can see some of the old right of way in the area of Northeast Carry, on the northern shore of Moosehead Lake. This unusual railroad was developed as the result of the large amount of lumber that was being cut and the difficulty of hauling it. One might say that Yankee ingenuity came to the front in dramatic fashion. The various waterways were being used to convey the lumber once it was landed on the water, but some method had to be developed to get it to the water's edge. Here is where the unusual type of ox-railway came into existence. The somewhat less than three mile carry between the north shore of Moosehead Lake and the Penobscot West Branch became the chief puzzle to lumbermen. Finally a solution was discovered.

In 1847 a charter was obtained from the Legislature for the building of a railroad from the head of Moosehead Lake to the Penobscot River in order to carry the logs over the difficult area. The men who obtained the charter were C. W. Gower, Josiah Hinkley, Samuel P. Strickland, Hastings Strickland, Aaron Babb, Arvida Hayford, Jonathan A. Cushing, George W. King, Abner Coburn, and Philander Coburn. Thus was formed one of the oldest railways in the United States, The Moosehead Lake Railway Company. A roadbed was cleared to the river a distance of between two and three miles. After the area had been cleared, the problem arose concerning the type of track that was to be used. The country's first railway was but 16 years old and if any track were obtainable, there was the problem of getting it to the area. This was practically impossible. So, being the typical Maine woodsmen that they were, the men surmounted the difficulty by using what was available. They used logs, 50 to 60 feet long, and hewed them so that a strip of iron could be placed on top. The rails were pinned to the sleepers with juniper pegs. Yankee ingenuity had

solved the problem thus far. Now came the question of what locomotive power could be obtained. Here was where the Holstein ox was pressed into service, and we have the beginnings of one of the strangest types of transportation that the country has witnessed.



Old engraving showing the strange ox-railway at the head of Moosehead Lake in operation before the Civil War

Henry David Thoreau (1817-1862) travelled to Maine at the time that the Moosehead Lake Railway was running. Thoreau was a Harvard graduate, carpenter, scholar and woodsman. He is known by his experiences in "Walden", one of the interesting and stimulating works in American literature. He spent his life in thinking and writing. He was a great naturalist, and got close to the animals. They had no fear of him. Among his writings is a volume on his trip to the Maine Wilderness in September, 1853. He had the following comment on the little railway: "The steamer approached a long pier projecting from the northern wilderness, and built of some of its logs, and whistled where not a cabin nor a mortal was to be seen. There was not a single cab-man to cry, 'Coach' or invite us to a United States hotel. At length, Mr. Hinkley who has a camp at the other end of the carry, appeared with a truck drawn by an ox and a horse over a

rude log railway thru the woods." Thus we have a brief description of one of the first railways in the United States by one of the great poets of New England.

Another writer, Theodore Winthrop, a few years later wrote the following account of this railroad: "The steamer dumped us and our canoe on a wharf at the lake-head about four o'clock. A wharf promised a settlement, which, however, did not exist. There was for population, one man and one great ox. Following the inland pointed nose of the ox, we saw penetrating the forest, a wooden railroad. Ox-locomotive, and no other, befitted such rails. The train was one great go-cart. We packed our traps upon it, roofed them with birch (canoe), and without much ceremony of whistling, moved on. As we started, so did the steamboat. The link between us and the inhabited world grew more and more attenuated. Finally it snapped and we were in the actual wilderness.

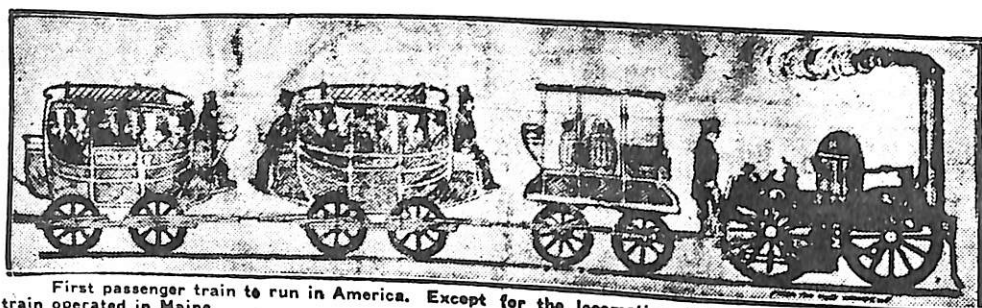
"Our cloven hoofed engine did not whizz turbulently along his heels. Slow and sure must be the knock-kneed chewer of cud's' step from log to log. Creakingly the train followed him, pausing and starting and pausing again with groans of inertia. A very fat ox was this, protesting every moment against his employment, where speed his duty, and sloth his nature, kept him bewildered by their rival injunctions. Whenever the engine-driver stopped to pick a huckleberry, the train, self braking, stopped also, and the engine took in fuel from the tall grass that grew between the sleepers. It was the sensation of sloth at its uttermost.

"So at last, in an hour, after shooting one bird and swallowing six million berries, for the railroad was shaft into a mine of them, we came to the terminus. The chewer of cud's was disconnected, and plodded off to his stable. The go-cart slid down an inclined plane to the river, the Penobscot."

The name "Bullgine" was given to this particular type of locomotive. Sometime during the Civil War, the Moosehead Lake Railway was destroyed by fire, and thus

one of the country's first and strangest railroads passed out of existence without ever boasting a locomotive.

The "old Veazie" railroad, and its locomotive, the "Pioneer" built in Newcastle, England, by Stephenson in 1835, was in operation thirty-three years, and made its first run between Bangor and Old Town on Thanksgiving Day, 1836. It probably was the second passenger train in the country; The Baltimore and Ohio being given credit by authorities as being the first railroad in the United States to carry freight and passengers.

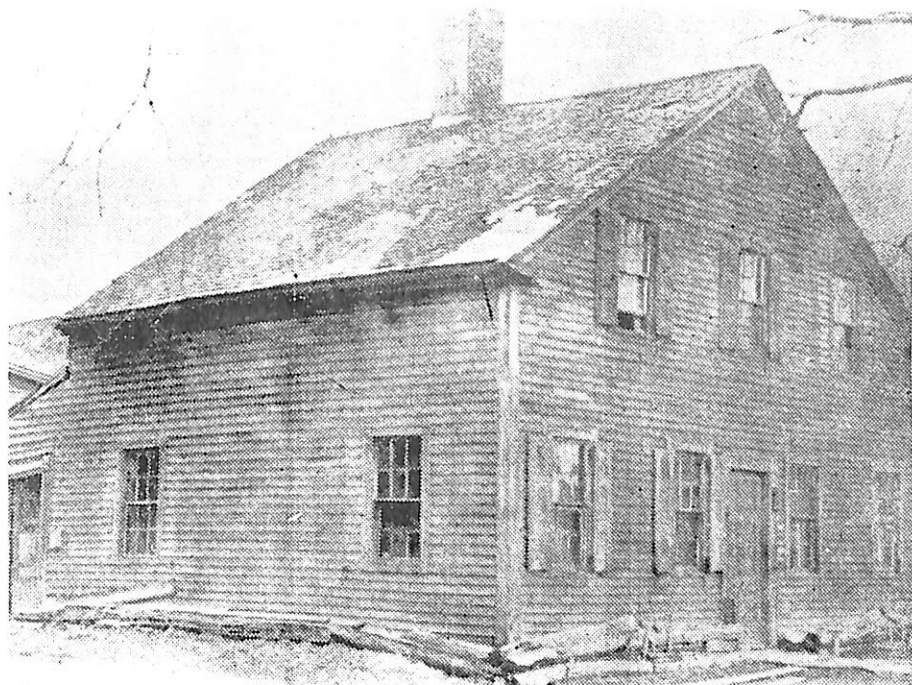


First passenger train to run in America. Except for the locomotive, it is a reproduction of the first train operated in Maine.

The Legislature granted a charter for the road to The Bangor & Oldtown Co. in 1832. In 1833 a charter was granted to the Bangor and Piscataquis Railway Co. which took over the Bangor and Oldtown charter for \$50,000. A road was not built until 1835. From that time until 1869 the road was in constant operation. The passenger fare was 37½ cents. However, when one considers that the tickets, unlike those of today, could be used until worn out, one can see that the expense was not too great.

Incorporators were: Moses Greenleaf, Henry W. Fuller, Benjamin P. Gilman, Joseph Lee, Francis Brown, Ebenezer Greenleaf, Stephen Palmer, David Shepard, Mark P. Pitman, and Harry K. Adams. The capital stock of the company was \$300,000 which later was increased to \$330,000. Most of the stock was in the possession of Boston people. The first officers were: Eliphlet Williams, Boston, President; William Hale, Boston, Treasurer; William Jackson, Newton, Mass., Superintendent;

A. W. Hoyt, Deerfield, Mass., engineer; John Boardman, Bangor, assistant engineer and secretary. The real promoters were Edward Smith and Samuel Smith. The length of the road was 12 miles. The station in Bangor was near what now is Howard Lane, near Cumberland Street with Elbridge Harris as agent.



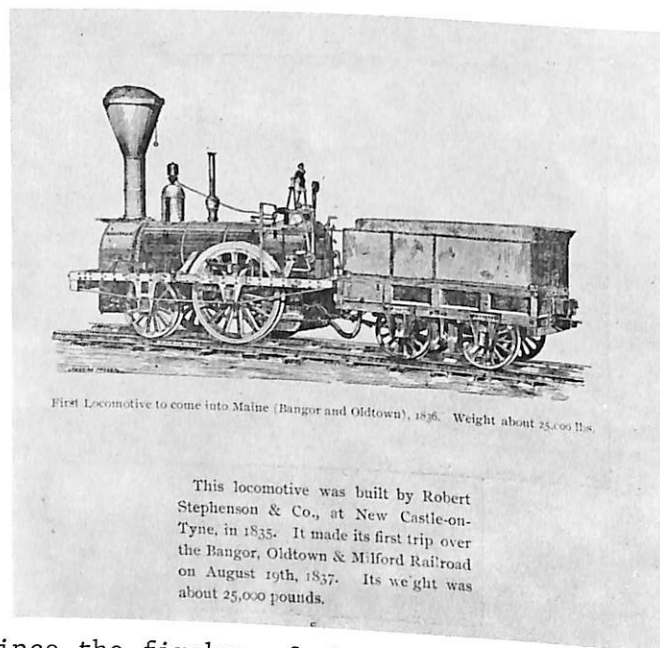
The first station, which was in Howard Lane, off Cumberland Street. It was long occupied as a dwelling by Mrs. Abbie J. Currier.

A track laid down Harlow and Exchange streets, drew complaints of citizens of Bangor that they didn't wish a railroad to run on the principal streets and in 1847 or '48 it was abandoned. In 1849 when it was sold to Gen. Samuel Veazie, the name was changed to the Bangor Oldtown and Milford railroad but was more commonly known as the Veazie Railroad. Gen. Veazie ran the road until his death in 1869 when it was sold to the European and North American Railroad. The last train ran

November 30, 1869 or June, 1870.

The first locomotive of this road was the "Pioneer". Since it had no cab, the engineer and fireman worked in the open regardless of weather. It made three trips a day, covering 12 miles in an hour and a half, or at the rate of $7\frac{1}{2}$ miles an hour. It was not a narrow gauge line, the distance between the rails being 4 feet $8\frac{1}{2}$ inches or wider.

The engineer devoted his whole attention to the operation of the locomotive. It was up to the man seated on top of the car next to the locomotive to watch for any obstruction ahead and ring the bell if he saw something on the track that would be of interest to the engineer. If it were necessary to stop, it had to be gradually so that it was important for the lookout to be observant and warn the engineer in time.



First Locomotive to come into Maine (Bangor and Oldtown), 1836. Weight about 25,000 lbs.

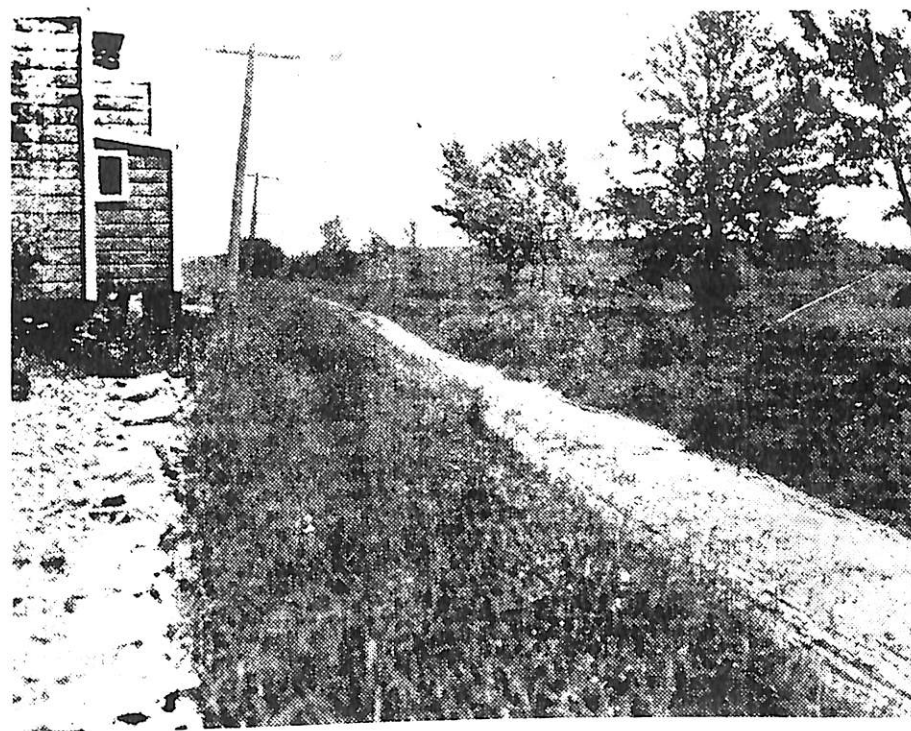
This locomotive was built by Robert Stephenson & Co., at New Castle-on-Tyne, in 1835. It made its first trip over the Bangor, Oldtown & Milford Railroad on August 19th, 1837. Its weight was about 25,000 pounds.

Since the firebox of the Pioneer was but 2 x 4 feet water that went into the boiler was pre-heated so that it would reach the boiling point quickly. Therefore, all the water tanks were built so that the water was kept constantly hot, during all seasons of the year.

Two 10 gallon cans of hot water were put in the passenger car to keep the people warm.

The average length of the passenger cars was 18 feet; originally they were 14 feet, but were gradually increased in length until by 1868 a car was 32 feet long. When the road went out of existence it had the following equipment: one baggage car, two passenger cars, nine ten-foot box cars, nine fourteen-foot flat cars, ten eighteen-foot flat cars, one thirty-foot and one thirty-two-foot flat car.

The bed on which the cars ran was comprised of two inch planks that were 14 feet long, and capped with strap iron two inches wide and a quarter of an inch thick. This worked well except for the tendency for it to curl up and cause trouble by crashing up through the



Station of the old Bangor Oldtown & Milford roadbed in that part of Oldtown known as Stillwater as it looked 30 years ago.



Frank T. Swan

floor. However, section men were prepared for such emergencies by carrying a bag of pine plugs that they could drive into the hole if the plate had lifted. Nathan S. Swan was the only conductor and general manager. He served under the direction of General Veazie from the beginning to the end of the road. His son, Frank T. Swan, who died about 68 years ago, was the last survivor of the personnel of the road.

It used to be cold working on the railroad as the following incident illustrates: "One cold day" states

a trainman, "the breath froze in ones mouth so that one had to spit it out." "We broke a pin and I happened to be on the scene at that time, so I shouted back to the brakeman to bring me another. I got no response so I went back for one. "Joe", I said, "What is the trouble with your hearing? Didn't you hear me?" "No", he said, "Where do you suppose my voice went?" He said "I'll tell you. "It just plain froze." "Next day when we were returning, how right he was. We heard a voice in the air, and sure enough it was my question to Joe. My voice had just thawed out."

About six miles out of Bangor lived Mrs. Newman, a rugged individualist. A hog had been killed by the railroad. It belonged to Mrs. Newman, but the trainmen refused to pay for the damage. So Mrs. Newman placed grease from the hog along the track nearly to Bangor. When the "Pioneer" came along on its regular trip at better than 15 miles and hour, the wheels began to spin around rapidly but the train actually came to a halt, and before it could proceed, a trip had to be made to Bangor to get some sand for the track. For years the locality was known as "Hog Hollow". Probably later gen-

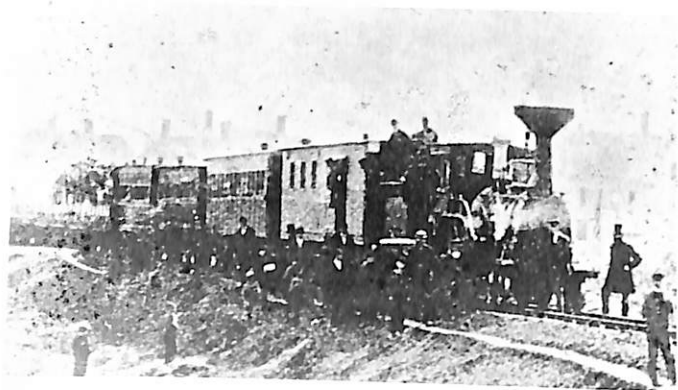
erations have not known how the area got its name.



"Hogtown" looking towards Bangor. It was at this spot that Mrs. Newman dumped the grease from the carcass of a hog that the train had killed.

Mr. Dudley F. Holman declared in 1936 that he was one of the few survivors of the travellers over the old Veazie. Let's see how he describes it: "I presume that I am one of the very few persons now living who ever travelled over that road, which was finally abandoned in 1869. As a little boy, not three years old, I was going to Old Town where my Grandmother, Mrs. S. L. Hunt, lived with my father and mother. The old Veazie ran directly back of my grandfather's orchard and the old depot was at one end of the orchard. There were some soldiers returning from the Civil War, and they sat in some seats ahead of us and played cards." That was in 1865 or 1866, probably 1865.

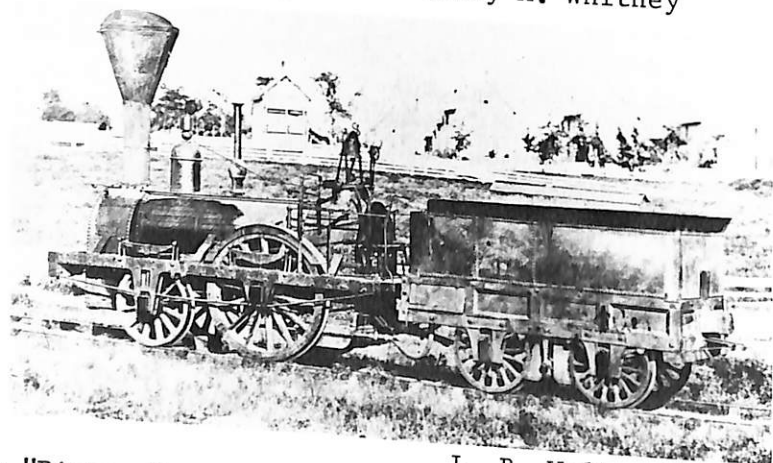
He states that later when the road was abandoned, two of the engines were left on his grandfather's property, one of them being the General Veazie.



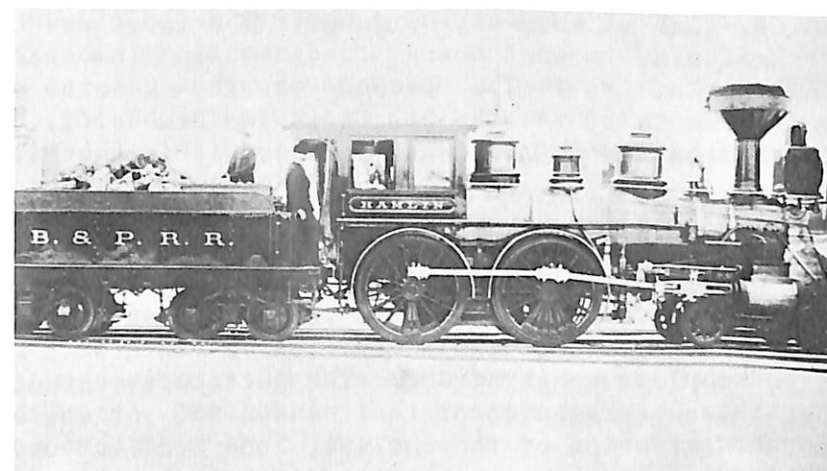
L. B. Walker Collection
Bangor, Oldtown & Milford - Engine #1



Woodburner on the Princeton-St. Croix & Penobscot,
1854. First Engineer - Henry A. Whitney



L. B. Walker Collection
"The Pioneer" - Bangor & Piscataquis RR & Canal Company



From Collection of L. B. Walker

Bangor & Piscataquis R.R. #4 "Hamlin"
1888 Side View



W. C. R. R. Station, Calais, Me.

Calais, Maine has been served by five railroad companies, none of them narrow gauge. The first was the Calais Railroad, a one horse road hauling lumber from Milltown to Calais. The second was the Calais and Baring. The third was the St. Croix and Penobscot, the fourth was the Washington County and now it is the Maine Central.

In 1832 a charter was obtained from the State Legislature to build a railroad and haul lumber from the mills in Milltown to the wharves in Calais at the rate of fifty cents per thousand feet. Three years were allowed to complete construction. The legislature granted another three years to complete it and after yet another three year extension of the charter, the road got under way in 1839. Lumber was going to Calais by rail over the Calais Railway.

The present T shape rails had not been invented at that time so they had to use the strap rail which was made up of strips of iron three inches wide and 5/8 inch thick with ends being cut on the bias. They contained several holes for square headed spikes. In preparing the roadbed plans were used, so that a horse or an ox could walk on it. The wooden part of the rails were laid on top of the sleepers. This comprised three inch planks as they came from the mill. The iron straps were laid into position, and gauged, and the inner edges of the planks were marked. Then a broad axe would be used to hew them down to the line, and the iron strap would be placed on top. After getting the sleepers laid and the iron strap nailed on to the three inch planks, the road bed would be ready.

The cars were made from heavy timber with four wheel trucks. A heavy piece which went beyond both ends, went lengthwise through the middle of the frame, and had a strong iron spike sticking up at either end. A short shackle was used for short lumber, and a longer one for longer lumber.

In the event that a car was needed on another track four or five men would lift a truck off the rails, hitch

a horse on to it and haul it to the other track, where it would be lifted on to the track. There being no brakes on these cars, they were stopped by a man putting the end of a lever under the frame of the car and then over the top of a wheel and hang onto it until the car stopped. He would then trig it by placing a piece of board under each side of a wheel. Pieces of springy hornbeam usually were used for this purpose. The cars might appear to be crude but millions of feet of lumber were hauled in this way.

The cars were made locally in Calais, the parts that needed casting were done at Slaytons, or McCullough and Taits. The horses that were used knew their business and they kept ahead of the load at the proper angle. If it were going too fast the driver would be back where he could use the hornbeam lever to avoid its running the horse down.

From the account book dated April 30 to May 2, 1843 one finds that 846,000 feet were hauled. 2,800,000 feet of lumber were moved in one month. Among many names that one finds in the lumber business, that of J. Stickney is prominent. There was a Stickney mill at Milltown. Another was E. D. Green, a prominent Baptist. Others in the lumber business were T. Calvin, R. Watson, C. D. King, J. Sargent, John Knight, F. Todd, H. C. Stearns, Simth, Lane, Thompson, and Rose.

"I've been working on the railroad
Through the live long day.
I've been working on the railroad
To pass the time away.

It goes without saying that the hours at that time were long.

The following appeared in the Calais Advertiser about 125 years ago and would seem to indicate bad times for the Calais Railway:

"Sealed proposals will be received until the 15th of February, for the leasing of the Calais Railroad with the furniture belonging thereto,

together with one Horse and Harness, and the stable belonging to said Company, for one or more seasons. Persons proposing will please state the amount offered for the Rail Road, as it is, the Lessee, to make the needful repairs, and also the amount offered provided the Company put the road in order for the running of the cars. Also the amount offered for one season if more than one season is proposed for.

Bonds satisfactory to the Directors will be required for the performance of the contract. Further particulars may be learned on application to
Charles Copeland,
Treasurer of C.R. Co.

January 10, 1843."

Despite the conclusion in Knowlton's "Annals of Calais" that the road was a failure, there were those who felt differently about it. \$100,000 worth of stock was issued for the Calais and Baring, strictly a lumber road, not running in the winter. The old Calais Railway was purchased for \$4,000. The directors of the road were: George M. Porter, H. N. Hill, F. C. Swan, Levi L. Lowell and S. R. Hanscomb, all newcomers in the railroad business. The road started in 1851. Though it was primarily a lumber road, on one fourth of July, 3,000 passengers enjoyed an excursion, the line making 30 trips to accomodate that humber. It was a leisurely trip to allow time to collect the fares!

Still another company was formed at this time. It was called the Lewy Island and Baring Road. It was organized by William Todd, E. C. Gates, F. A. Pike, T. C. Copeland, William Duren and others. The lower end of the road connected with the Calais and Baring, which led to all sorts of difficulty. In 1869 the Calais and Baring bought the upper road for \$140,000 and changed the name to the St. Croix and Penobscot with the idea of going westward to Bangor. Calais issued \$100,000 worth of city bonds. Prosperity followed the combination of the two roads.

Although lumber was the chief purpose for the road, one finds many other commodities were hauled such as hides, sheep skins, food, corn, flour, lumbering supplies, axes, saws, harness parts, chains, and pickpoles. Since the usual method of tanning used at this time was with hemlock bark, it was logical that tanning should be done near where the bark was. So we find a large tannery at Grand Lake Stream. Hides from far away were brought here to be tanned. We even find hides from South America, from the great plains, and from Africa were brought to Washington County. Buffalo, Zebra and sheep skins were some of the hides tanned. So the little railroad was busy and prospered.

Special trains were run for the Princeton Fair, and sometimes for ball games. Frequently trips were made to Calais. There being a shortage of passenger cars, the women and children would ride on the available passenger cars and plank seats would be placed in the box cars where the men would ride - care had to be taken that they were not burned by cinders flying back from the wood-burning engine.

Occassionally the mills would shut down in Milltown and about the whole town would go on a Sunday School picnic. The people would go by train to the point where they could catch the barge and a tug would then take them to St. Andrews or Brooks Bluff. The train would wait to take the people back home.

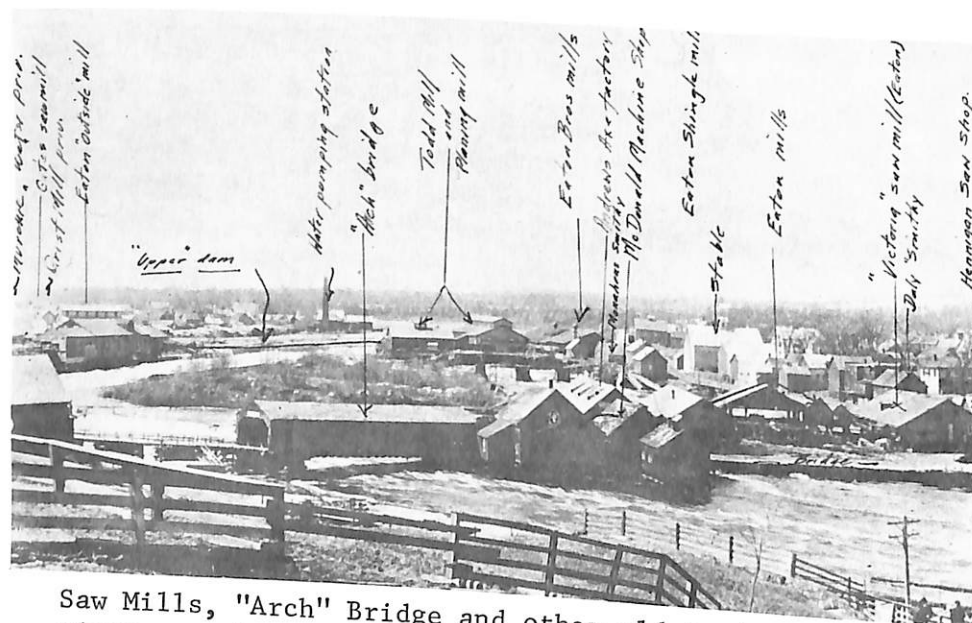
Judson Pickens was one of the early conductors of the road. Other people who made up the work force were: William Foster, Silas Babb, Albert Lucas, George Hanson, Peter Huntley, Thomas Larnier, and Ora Lamb. Engineers were Lucius Spring, Daniel Moore, Fred Blake, Pud Choate and Charles Christie; The firemen were Warren French, John Conley, George Conley, John Zelma, Joe Craig, Dave McFarland, and James Cochran.

Ten engines were used during the life of the road. The Eagle had been used to haul prisoners in the South during the Civil War. All of the engines were wood-burning and had big flaring smoke stacks. Fires were

the nemesis of these engines. There was a small shed near the track in Calais across from King Street and one hot afternoon the Porter passed this shed four times, setting fire to it each time. Fires started on the bog were a constant source of anxiety to the town. The necessity for fuel, however, gave many men jobs cutting wood.

The train to Princeton ran on a regular schedule, leaving Calais early in the morning at 7:30, and Princeton at 3 o'clock in the summer and 1 o'clock in the winter. The cars were connected with shackles which were pieces of 3 x 4 lumber with holes in the end to go over the pins in the ends of the cars. It was here that one of the earliest automatic couplings was worked out.

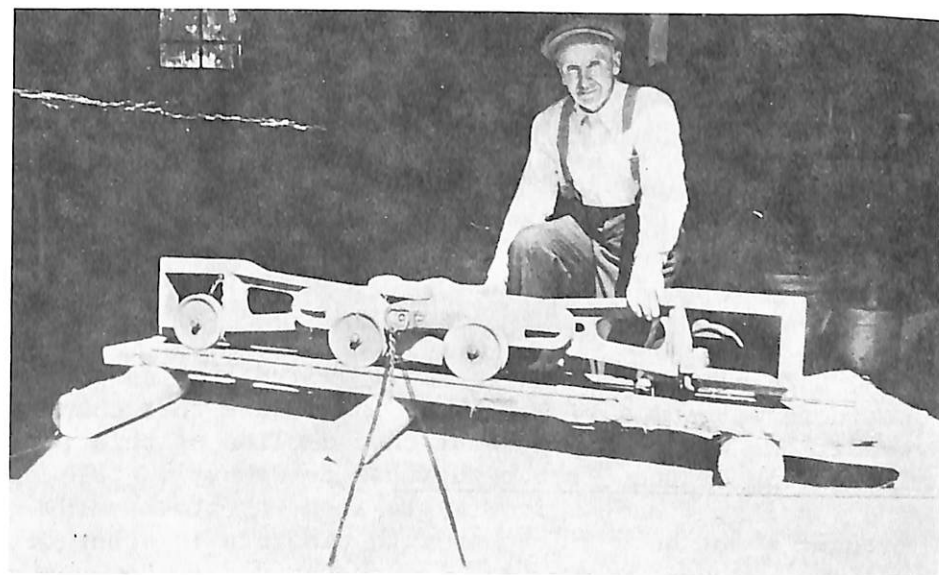
John Strong Andrews first designed and installed the automatic car coupling on railway cars. He owned and operated The Andrews Axe Factory on the so-called "Powerdam" in Milltown, New Brunswick, for many years.



Saw Mills, "Arch" Bridge and other old landmarks in the river area between the Milltown (Canada) Upper Bridge and Canadian Colored Cottons Mills in 1900.

prior to 1900.

John Andrews was born March 19, 1834. His nephew, Julian Andrews, who lives in Milltown, New Brunswick, states that the car coupling was taken to the World's Fair in Chicago by John Andrews, himself, for exhibition and demonstration. It also was taken to England and installed in English railroad cars for demonstrations. It is typical of so many manufactured inventions, that John Andrews himself received little financial reward for his invention of the car coupling. A model of it now is in the possession of Julian J. Andrews in Milltown, New Brunswick, Canada. Mr. Andrews is a graduate electrical engineer.



Mr. Julian J. Andrews with the model of the automatic coupling invented by his Uncle, John Strong Andrews

A United States Statute approved March 2, 1893 made it compulsory to have on all trains in interstate commerce automatic couplings. It was to be effective January 1, 1898. In 1893 there were nineteen employees injured by using the common hand brake, and in 1892 nineteen were injured and one was killed.

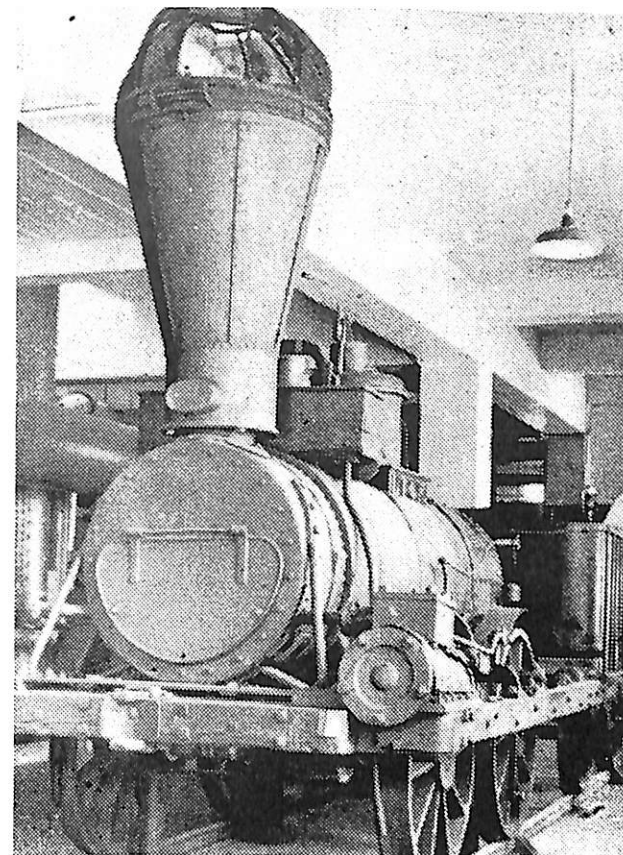
The brakeman certainly earned his pay on these trains. When the whistle blew once he would jump for the hand brake on the passenger car, put his toe against the "dog" on the floor, seize the wheel and twist. When the whistle blew a couple of times he would tighten the brake chain a little, kick the "dog" out and let the chain go loose.

Although accidents were few on the St. Croix and Penobscot, they occasionally took place. One type of accident that had to be avoided if possible was that of the boiler blowing up. Such an accident happened when the water in the boiler got so low that when the cold water was let in the boiler blew. The engineer was Will Choate, the fireman was either Ed Pringle or Plummer. The conductor Samuel Lee, the brakeman William Milligan and a boy, Frank Barkeley. The men had a warning from the hissing as the cold water went into the engine. They promptly threw themselves on the floor and covered their heads. Then came the explosion. The engineer and fireman were badly scalded, the brakeman was scratched a little and the others were not hurt. The bell was found on a sand bar in the river and the Porter was taken to a machine shop and repaired. She became the last engine to be used.

Like all of the Maine small railroads, as good as business was for a time, it was inevitable that changing conditions would bring about the decline of this road. The moving of the lumber business to Pennsylvania, and the tanning of hides from waste from the stock yards brought about hard times and with progress in other directions, the St. Croix and Penobscot had to bow out of the picture.

The Franklin Railroad, an eight mile line between Whitneyville and Machiasport, opened in 1843. A pioneer logging road, it was built of wooden rail, capped with strap iron.

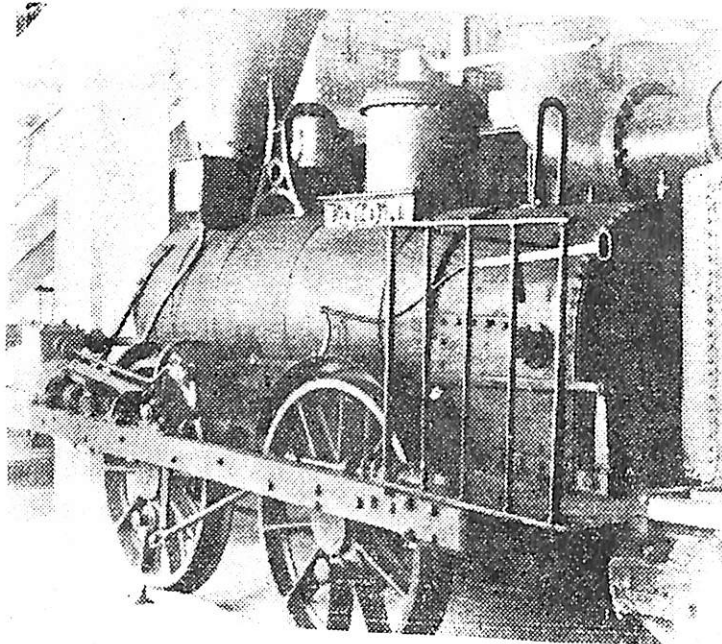
The "Lion" was built in Boston in 1840, by Hinckley and Drury, one of the first locomotive building firms in the country. It was bought for \$2,700 and taken to the



The "Lion"

Whitneyville and Machiasport Railroad. It served a distinguished career on this road, transporting over 20 million board feet of lumber during its 50 year service. The Lion and the Tiger were alternated during the years on the roadbed. In 1890 when the standing timber in the area was diminished, the "Tiger" was dismantled and the "Lion" was spared by a Portland, Maine Alderman, Edgar E. Rounds. Purchased by a Portland junkman, it was scheduled to be smashed up for junk. Mr. Rounds salvaged it and after it was used in a July 4 celebration, was stored for a time in the Portland Alms House. Later Mr. Rounds interested ex-Governor Baxter in the "Lion", and they, with George H. Smardon also of Portland, induced President Fellows of the University of Maine to

purchase the engine. This was done and today it rests in Crosby Hall on the Orono campus. It received its

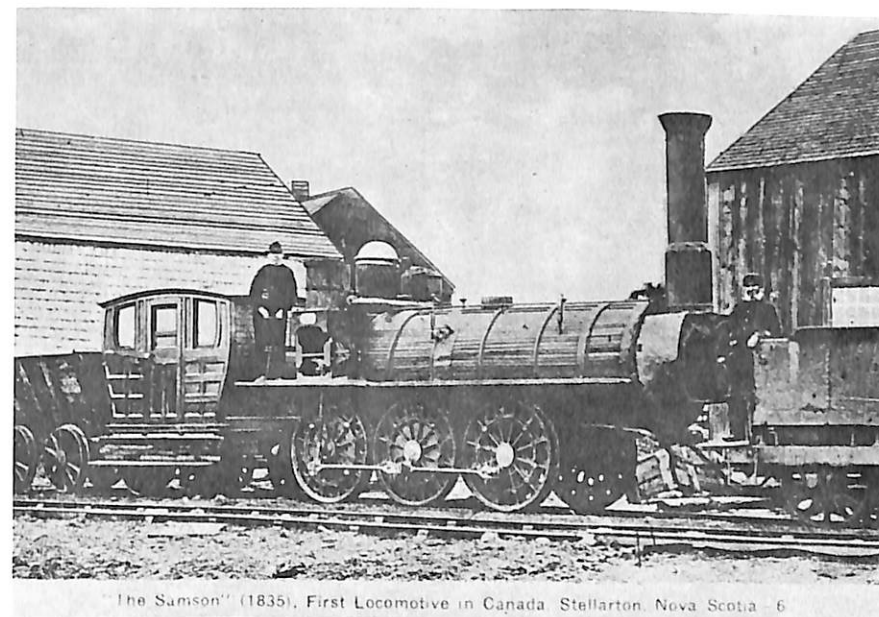


The "Lion" now at Crosby Hall, Orono, Maine

last public display in 1922 as part of the commencement program at the University of Maine, when a short section of track was laid on one end of the gridiron, and the "Lion" was used as a part of a pageant, with a student posing as the first president of the University, riding on the locomotive. The "Lion" was pushed by a group of students, hidden below, and smoke belched from a fire that the students had burning in an old firebox.

The Locomotive engineer and fireman must have had some thrills with the "Lion", which could be speeded up to about 8 miles an hour. One of her handicaps, however, was the lack of brakes. When a cow, for example, got on the track without any intention of moving off, the engineer would have a problem. He would have to put her in reverse, and there was danger in doing this as there was always the possibility of blowing the head off the cylinders, and too, there was the danger of damaging the

cow or the engine if it hit her.



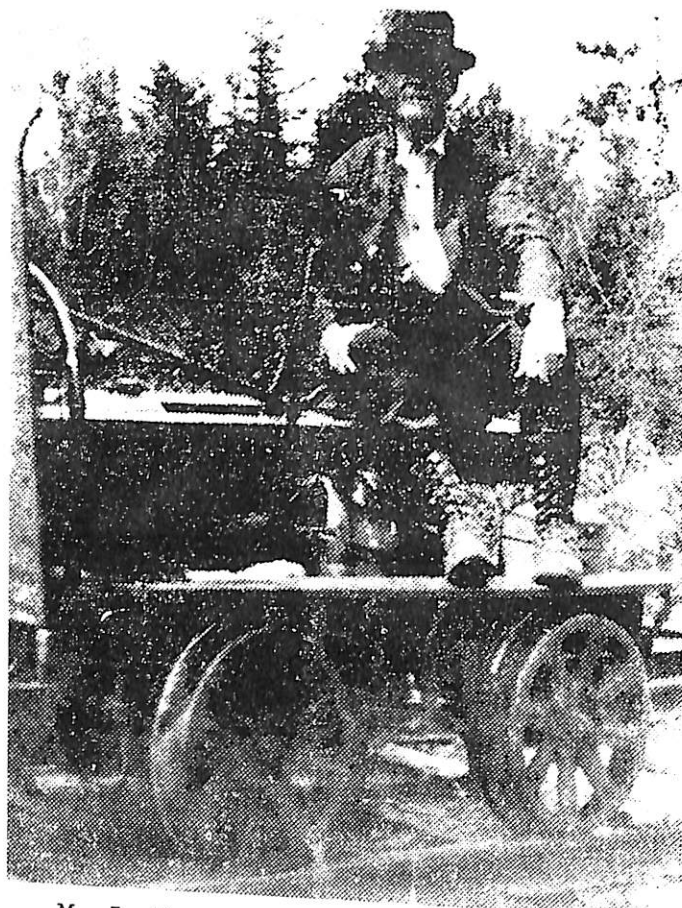
"The Samson" (1835), First Locomotive in Canada. Stellarton, Nova Scotia - 6

A One Man Railroad

M. J. Marr, proprietor of the Indian Pond Camps, 100 miles north of Bangor, Maine, had the unique distinction of operating a little railroad singlehanded. He was president, vice-president, engineer, sectionhand and all of the other positions that normally would go with a railroad.

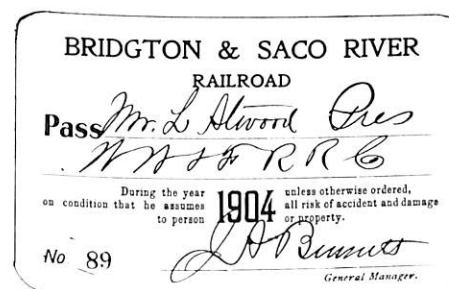
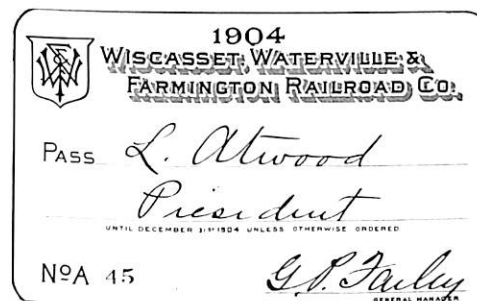
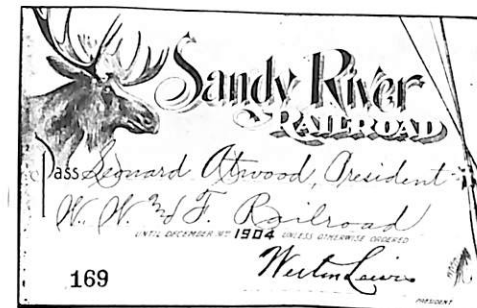
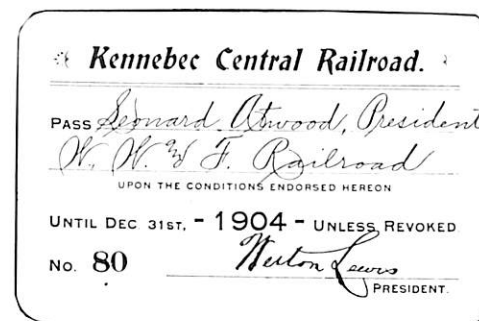
His line in 1936 extended through over 20 miles of forest on tracks formerly used by the Maine Central Railroad, which had been abandoned. What was the locomotion of the little line? It was a small gasoline engine capable of hauling several trailers. Mr. Marr used the road primarily to help transport guests and their luggage to his camps. "Mike" was also useful in aiding the fire fighting equipment, when forest fires broke out.

As one rode along, deer, bear and foxes, scampered to get out of the way as the "train" approached. He has been known to cover as many as 165 miles a day on his railroad and surprisingly enough very few repairs were necessary. At the time this was reported - 1936 - Mr. Marr was 65 years old so undoubtedly the line has long since ceased to exist.



M. J. Marr, head of unique little railroad in the Woods 100 miles north of Bangor, Maine.

The Narrow Gauge



THE NARROW GAUGE IN MAINE

In 1876 there were 81 narrow gauge roads in operation in 26 states. Although several were scattered over 15 states, we find that there were 11 in Pennsylvania, 8 in California, 6 in Utah, 5 in Ohio, and 4 each in Colorado, Massachusetts, New York, Nevada and Illinois with 3 in Mississippi and Texas.

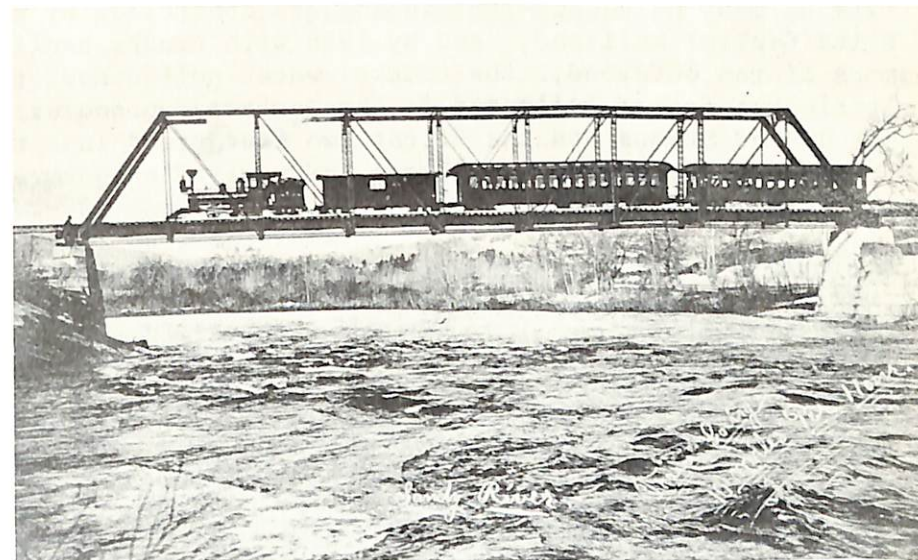
The first two footer was the eight mile Billerica & Bedford in Massachusetts, and the last two footer in Maine was the Bridgton and Harrison, which went out of business in 1941. The Billerica & Bedford actually was a complete failure as a railroad, but it did father a large system of 24 inch gauge tracks in different parts of the country, especially in Maine.

The decade from 1830 to 1840 marked the first attempts to establish a railroad system in Maine. Its development centered largely around the lumber industry.

George E. Mansfield of Hyde Park, Massachusetts, a yankee, while in Wales rode on a two foot line, became enthused and suggested it in Massachusetts. He was put in charge of the construction of the Billerica & Bedford. Like so many of the two footers it got bogged down economically. Although it was completed, all eight miles of it, and operated, in 1878 the sheriff sold it at public auction. It so happened that someone from Maine became interested, got an option on the road and proceeded to raise the money. Dances, public picnics, plays, harvest dinners were some of the means of raising enough money to obtain \$60,000 in promises and \$3,000 in cash by March, 1879.

The railroad was formed to go from Farmington through Strong to Phillips, a total of 18 miles. Grading began and two engines were obtained, the Dawn and Echo. It was getting to be winter but the workers kept laying the track.

In November they found themselves confronted with a blizzard that dumped a full two feet of snow, but they



Sandy River - Train going 10 miles per hour

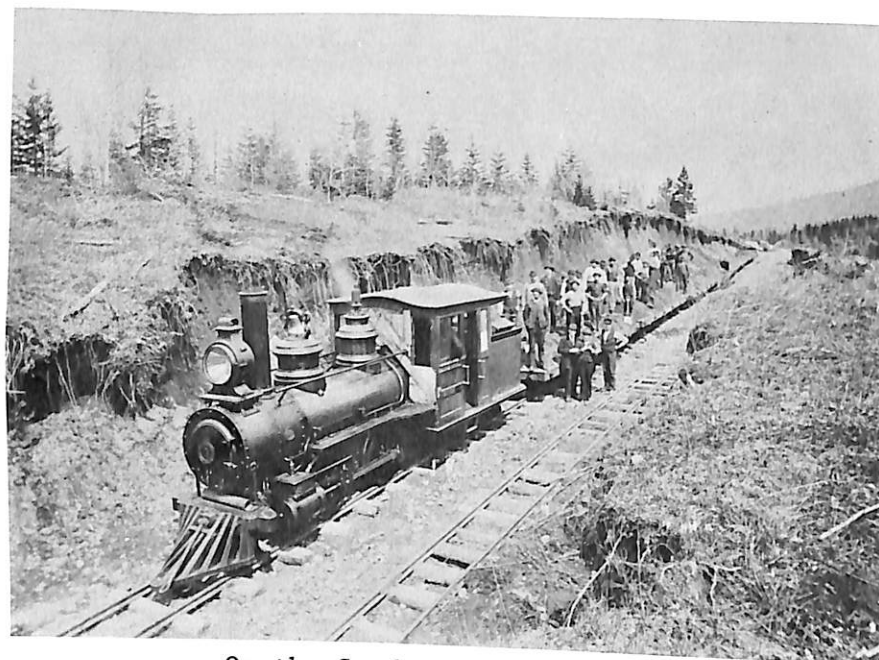
continued. As they neared the end of their task, lanterns were hung in the trees and bonfires were built in order to work longer days, for as one knows, the Maine winter days are short. By keeping after it, we find that on November 20, track laying was completed and the two locomotives were ready to go.

In 1883 the Franklin and Megantic was organized and built from Strong to Kingfield, a distance of 15 miles. It connected with the Sandy River.

The Kingfield and Dead River branch which went on to Bigelow was formed in 1894. The Phillips and Rangeley was organized and separate branch lines built to Madrid and Eustis.

How easily a person could get mixed up on the names of the early railroads in this area! Despite little information regarding payment of dividends, stockholders remained ardent supporters. In 1908 these small roads were organized into the Sandy River and Rangeley Lakes Railroad, the name that we shall use. By 1911 the Sandy River and Rangeley Lakes Railroad shared the ultimate

fate of many Maine two-footers and was controlled by the Maine Central Railroad, and by 1936 with trucks hauling more of the pulpwood, the tracks were pulled and the little two-footer collapsed. The largest two-footer in the United States and the first two foot road in the State of Maine had vanished.



On the Sandy River and Rangeley
Lakes Line

The Bridgton and Harrison, the last of the Maine two-footers, was kept running under the leadership of George Mansfield and the aid of a literary gentleman who extolled the virtues of the little two-footers. It opened in 1883 at a cost of \$200,000 and continued until 1941. Like its contemporaries, we find the Maine Central controlling it until its later years when the town of Bridgton took over.

The Kennebec Central

The Togus Road - Kennebec Central - ran a short six miles, between Randolph and Togus, Maine. It was a near neighbor to the Wiscasset, Waterville and Farmington Railway and rendered most of its service to the "Soldiers Home" at Togus hauling freight and coal as well as passengers.



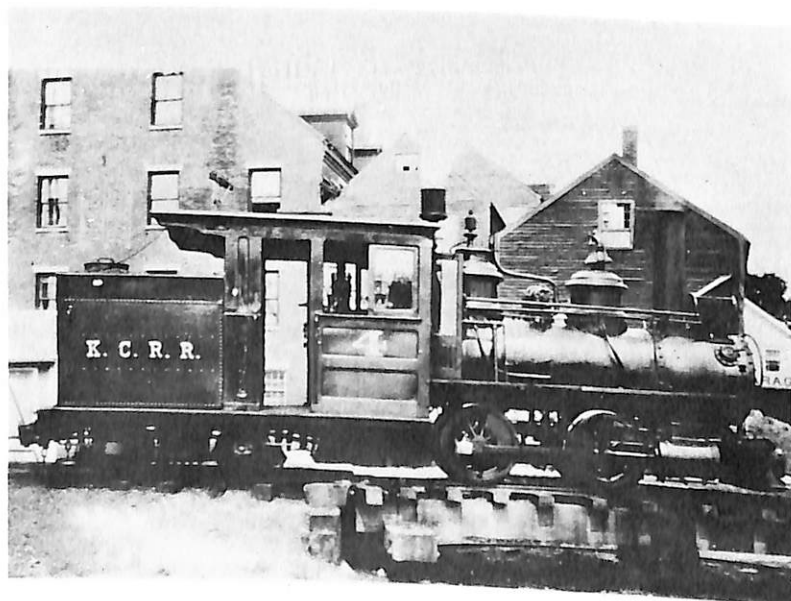
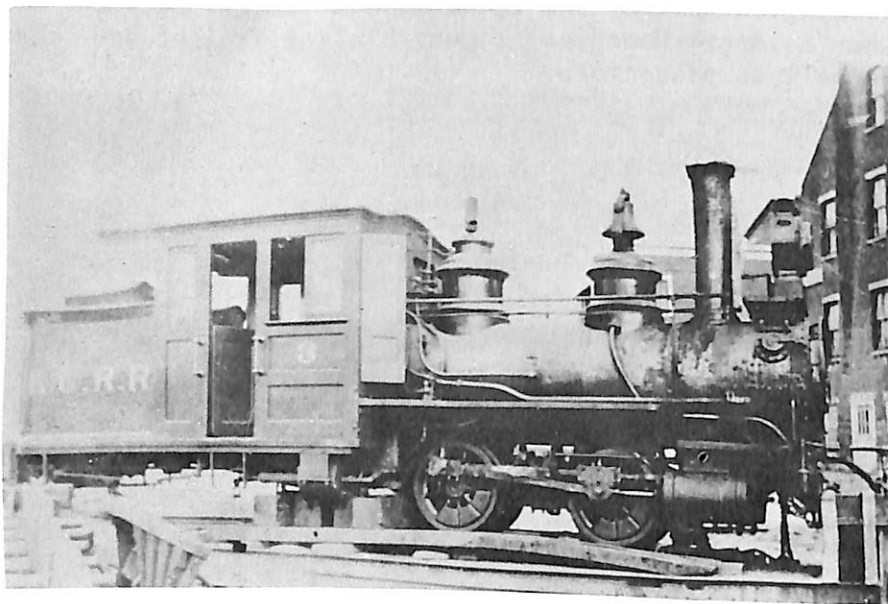
From Gardiner



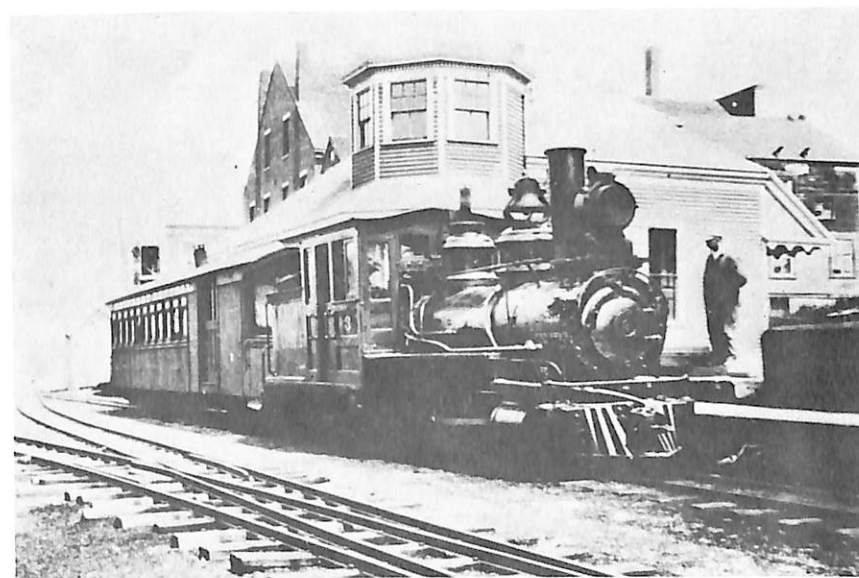
KENNEBEC CENTRAL RAILROAD STATION

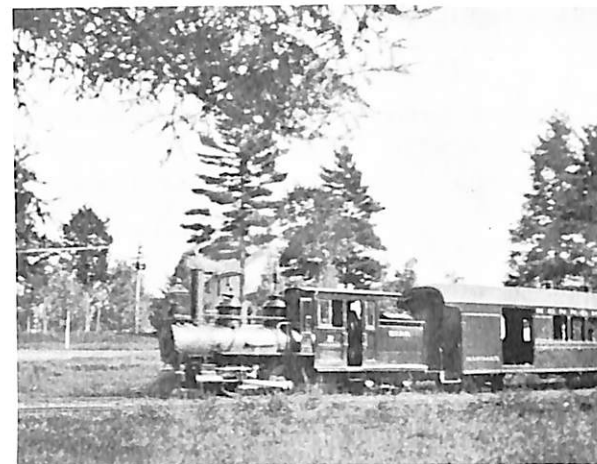
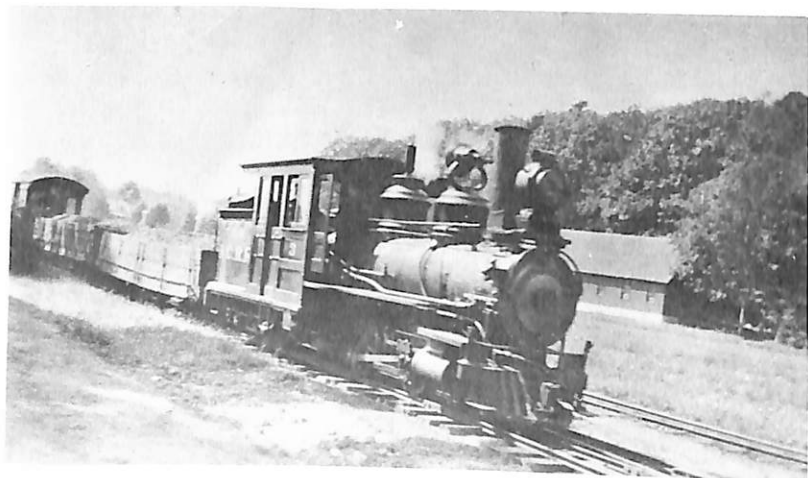
To Togus

The life span of the Kennebec Central was 1889 to 1930. Four engines plied the relatively level and curve-free miles as pictured below. #3 and #4 spent their last days as #8 and #9 on the Wiscasset, Waterville and Farmington.

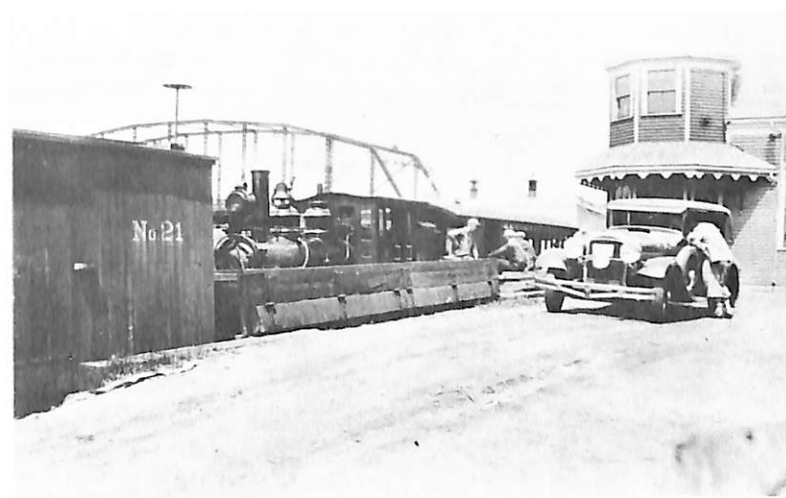
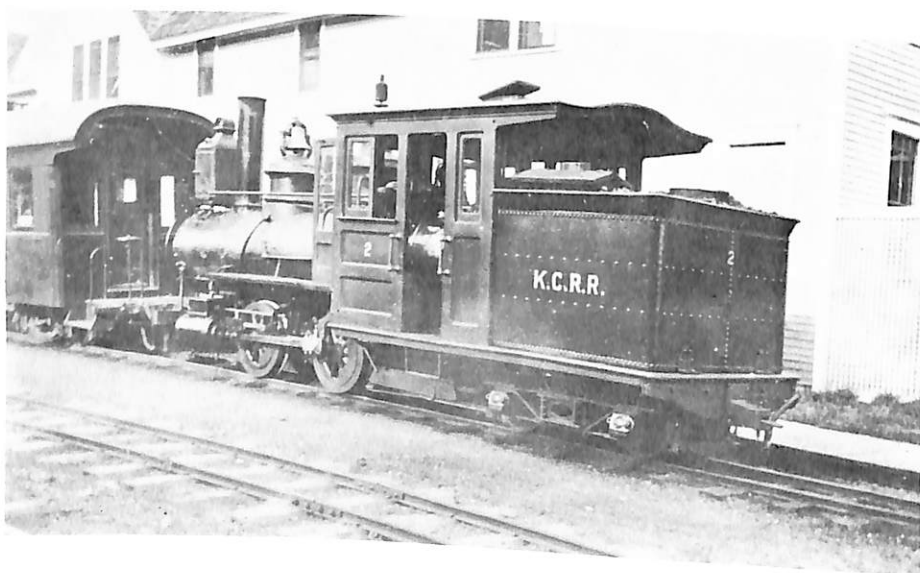


Engineer Frank Sanborn at the Throttle
on run between Togus and Randolph





At Togus



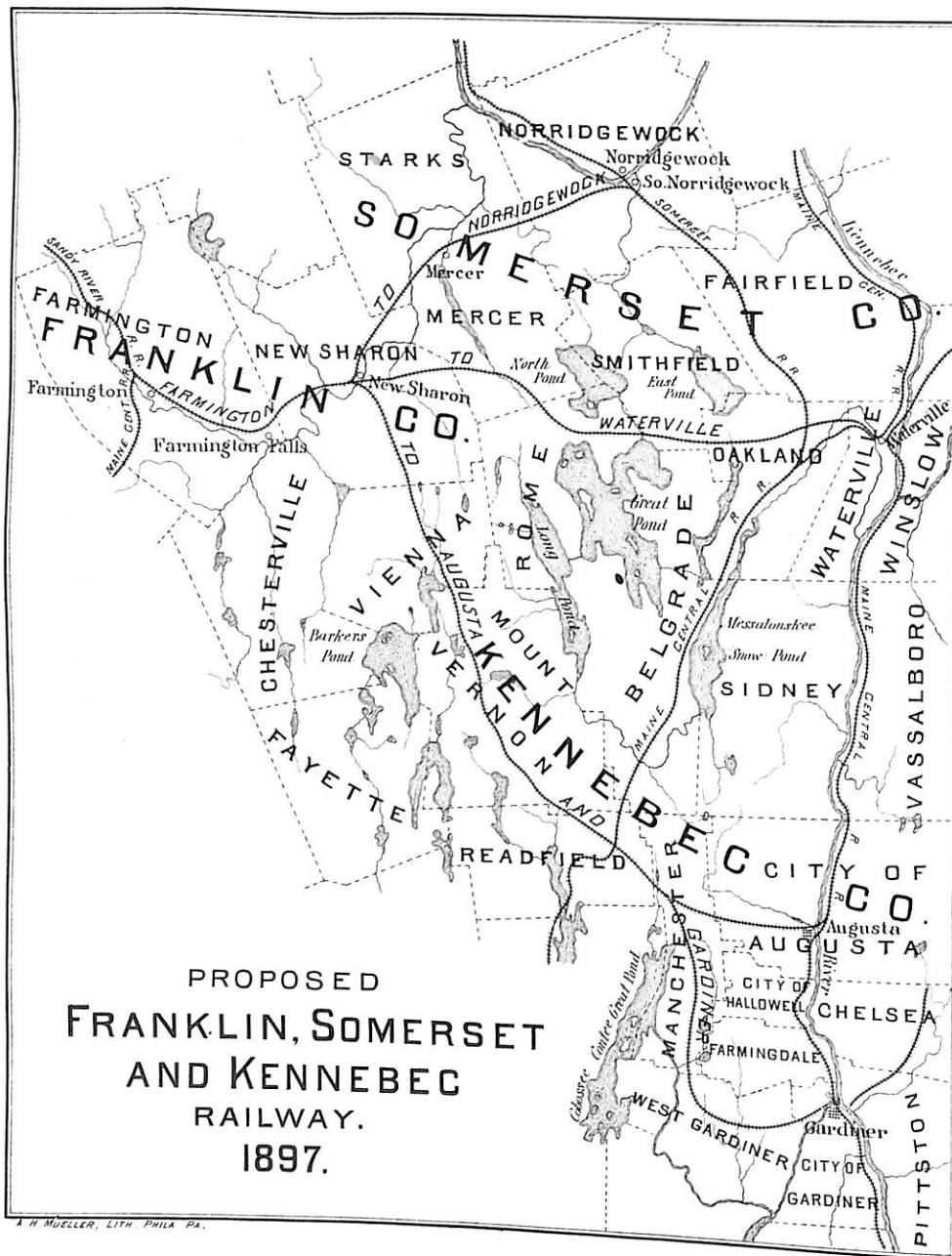
From L. B. Walker Collection

The Last Run - Not one person to see
the last train for Togus other than
the Crew on the platform and L. B.
Walker with his 1929 Hudson

Free Public Library
Hoboken, N. J.
Reading Room

The Franklin Somerset & Kennebec

(A Dream Thwarted)



A. H. MUELLER, LITH. PHILA. PA.

THE FRANKLIN SOMERSET AND KENNEBEC

The thrill of the narrow gauge finds expression in many ways: for some it is to collect pictures, others trace the road beds while still others find satisfaction in reading or writing about them. For those charmed by the dream of the Franklin Somerset and Kennebec which was to have linked Farmington and Wiscasset, it is almost like chasing a mirage.

Incorporated by authority of the 68th Maine Legislature in March, 1897, the first stockholders included: Leonard Atwood, William D. Hewitt, W. H. Ambler, of Philadelphia, Pa.; H. H. Rice, of Farmington; Frank W. Butler, Andrew Crosswell and George H. Stinchfield, of Farmington; H. B. Prescott, of New Sharon; Nathaniel Harding, of New Sharon, Maine.

The capital stock of the company was to be \$100,000 divided into shares of \$50., and the company was to have the power from time to time to increase its capital stock to a sum not to exceed \$500,000 by a majority vote of the stockholders. The latter part of the bill stated



that "this act shall cease and determine if actual surveys are not made and completed over that portion of the line commencing at its terminal in Farmington and

through the town of Farmington and New Sharon to a point on the west bank of Sandy River at New Sharon Village, on or before August first, 1897, and the completion of that portion of the line on or before December thirty-first, 1898, and the completion of the whole line to Waterville, before the thirty-first day of December, 1899

The engineer's profile map shows the proposed road from Farmington to New Sharon. Observing the map one notices how at the very beginning the tracks were to go across a one hundred foot trestle and bridge, over Bridge and Main Streets in Farmington. From this point it was to go across Quarry Street at grade and over High Street to Norton Brook. The tracks crossed not only



Trestle at Farmington crossed only by a run-a-way horse.

Norton Brook, but also five others before they came to the Sandy River. The brooks to be crossed were Leavitt, Gage, Blanding, Holly and Muddy, and then there was to be a trestle and bridge across the Sandy River at New Sharon.



Bridge at New Sharon

In its decree of November 23, 1897, the Railroad Commissioners ruled that "At the four crossings where the railroad passes over the public way, strong and suitable bridges must be constructed and supported in a suitable and substantial manner.

"At each of the (grade) crossings, the approaches on each side of the railroad track within the limits of the railroad location shall be constructed and maintained by the aforesaid Franklin, Somerset and Kennebec Railway Company. Said approaches shall be as wide as said ways are now constructed; and shall not be steeper than one foot elevation to every twenty feet out from said track, provided, however, that at the crossing in New Sharon near the cemetery, the grade of the way going up the hill, may be made as steep as one foot rise for every seventeen feet out from said crossing. Said railway company shall construct and maintain the same in such manner that they shall be safe and convenient for travelers on said ways and shall make suitable provisions for surface drainage."

One can still see the roadway near the cemetery at

New Sharon.

In 1901 the charter was extended to January 1, 1903 and at the same session of Legislature a bill was presented to incorporate the Wiscasset, Waterville and Farmington Railroad Company. Edward P. Borden and Joseph C. Gill of Philadelphia, Frederick C. Thayer of Waterville, Godfrey P. Farley and William D. Patterson of Wiscasset, Leonard Atwood of Farmington, and Philip H. Stubbs of Strong, requested that a corporation be made for the purpose of constructing, operating, buying and leasing the property, capital stock, rights, privileges immunities and franchises of the Wiscasset and Quebec Railroad Company, its successor the Wiscasset and Quebec Railroad, the Waterville and Wiscasset Railroad Company and the Franklin Somerset and Kennebec Company. The capital stock of the company was to be made up of 10,000 shares at a par value of \$100 each. The name was changed to the Wiscasset, Waterville and Farmington Railroad Company.

Hope still lived that the mirage might become an actuality for in 1901 the charter having been twice renewed, the Railroad Commissioners were petitioned June 13, to "determine the manner and condition of the construction and maintenance of a crossing underneath the Maine Central Railroad in Oakland" and on the same date for the same determination relating to a crossing underneath the Somerset Railway in Oakland. Both petitions were granted. By petition dated June 26, 1901, the Commissioners were asked for authority "to change its terminus at Farmington and to take land for that purpose." The crux of the 17 page decree was "We believe that the charter of the F.S. & K. Railroad Company gives it the right to intersect and connect with the Sandy River Railroad tracks where it can be done reasonably and legally and feel constrained to suggest that this should be brought about by mutual agreement of the three railroad companies. We hesitate to make suggestions as to what ought to be done when we have no power to enforce them; but we believe a connection can be best made between the two narrow gauge roads, south of the M.C.R.R. yard.

"In order to make such connections, we believe changes might be advantageously made in the Maine Central yard in the following general way, viz: Erect a new freight house of a width of eighteen or twenty feet south of, and in line with, the passenger station, and east of the present easterly track.

"Lay an additional side track west of this track to facilitate handling cars. Extend the main line of the Sandy River Railroad directly through the yard to the south line where it can make a connection with the F. S. & K. Railroad.

Parallel with the main line and west of it, a side track could be laid, also continuing as a siding of the new road. The scales track of the M.C.R.R. could be extended several car lengths, thus facilitating weighing operations.

"South of the terminus of this track, place the transfer shed and platform; upon the west side of which would be the present freight and transfer track of the M.C.R.R.

"The narrow gauge turn table might be removed to some point north or south of its property, when desired by the M.C.R.R. Company.

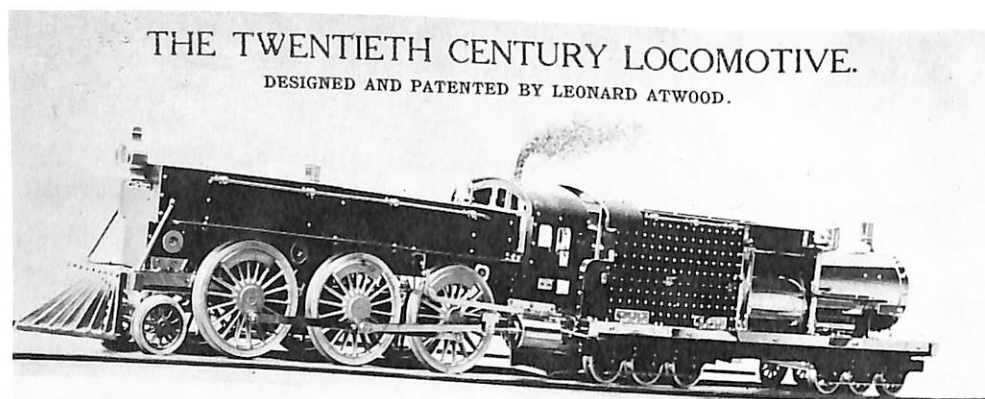
"Of course these are suggestions of a very general nature and only incorporated here as our reasons for believing the proper point of junction to be south of and not upon the property of the M.C.R.R. Company.

"But as we have no authority under these proceedings to order such connection, the decree must be, PETITION DISMISSED."

Under the leadership of its dreamer president, Leonard Atwood, abutments of bridges were built and some track laid south of Farmington toward Waterville. This section required filling, grading, culvert and bridge work, though the stretch was only three quarters of a mile long. Then came the inevitable. the link which

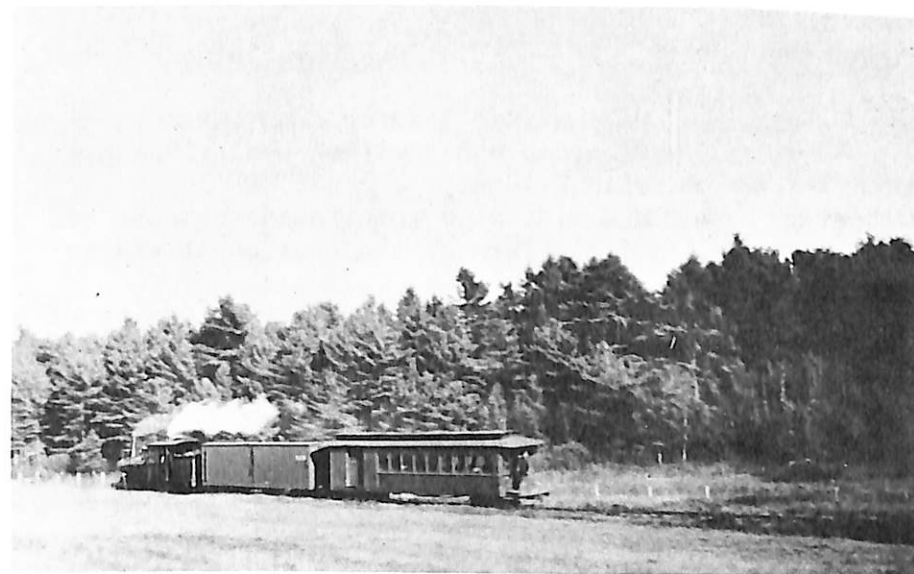
was to have run from "a point in the village corporation of Farmington . . . through New Sharon, Mercer, Rome, Smithfield, Belgrade, Oakland . . . to some point in the City of Waterville," would never be forged. There was no money.

The 70th Legislature had passed an act incorporating the Wiscasset Waterville and Farmington Railroad including its right to "purchase or lease . . . the Franklin, Somerset and Kennebec Railway Company." The 1903 report of the W W & F to the Railroad Commissioners, shows capital stock "issued for property and franchises and rights of F. S. & K. Ry Co." and listed "in the 'grand total cost of construction, equipment, ect.' . . . the cost of certain railroad property not as yet put in operation." 'Not as yet' proved to be 'never' for no train traversed the proposed route and so ended the dream of linking Farmington and Wiscasset.



Economy, Safety and Speed obtained by large grate area. Increased heating surface. Better combustion. Mechanically stoked. Feed water heated. Centre of gravity lowered. Free exhaust. Train heated by exhaust steam. Fewer repairs. Cleaner travelling.

The Wiscasset Waterville & Farmington Railroad



Approaching Preble's Crossing - 1920

Two previous books: "The Weeks Mills 'Y' of the Two-Footer" and "The W W & F Two-Footer - Hail and Farewell" have given a rather complete story of the Wiscasset Waterville and Farmington road. Facts and pictures continue to become available, however, so the following are added to further elaborate the story.

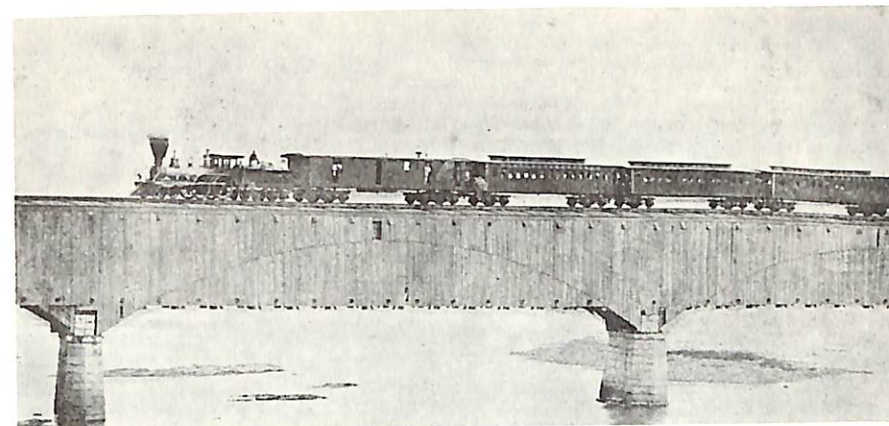
THE W. W. & F.

1894 - Railroad Commissioners' Report

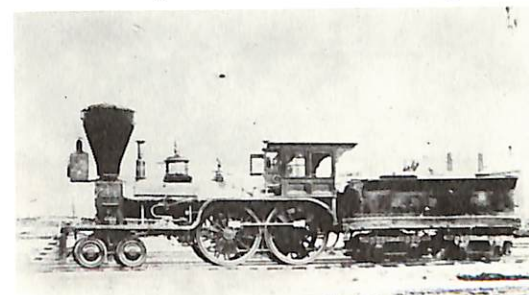
Petition relating to the crossing of certain highways on the line of the Wiscasset and Quebec Railroad between Wiscasset and Burnham. All locations were approved at grade except #2 over which "the Board of Railroad Commissioners has no jurisdiction."

<u>Town</u>	<u>No. of Crossing</u>	<u>At or near what place</u>
Wiscasset	1	Toll bridge leading from Wiscasset to Edgecomb and at the westerly end of said bridge.
Wiscasset	2	M.C.R.R. at a point near the east end of platform of the station at Wiscasset.
Wiscasset	3	Clark Point road near the crossing of Mill Brook.
Wiscasset	4	Old Sheepscot road near the crossing of Mill Brook.
Wiscasset	5	Alna road near Mill Brook bridge.
Alna	6	Dresden road near crossing of South Branch of Pond Brook.
Alna	7	Averill road near Averill place.
Alna	8	Alna road leading from Wiscasset to Alna near Collins Carleton's.
Alna	9	Road at Head Tide near bridge.
Alna	10	Road at Head Tide near mill.
Whitefield	11	Road at the Gravel Bank Kings' Mills.
Whitefield	12	North Whitefield or Turner's Corner road near Abbie Blenn's.
Whitefield	13	North Whitefield road at a point about one-half mile north first crossing.
Whitefield	14	Town Farm road at a point about one fourth of a mile east of its junction with North Whitefield road.
Whitefield	15	Road leading from North Whitefield to Jefferson near North Whitefield.
Whitefield	16	Road leading from North Whitefield to Jefferson near North Whitefield.
Whitefield	17	Road leading from North Whitefield to

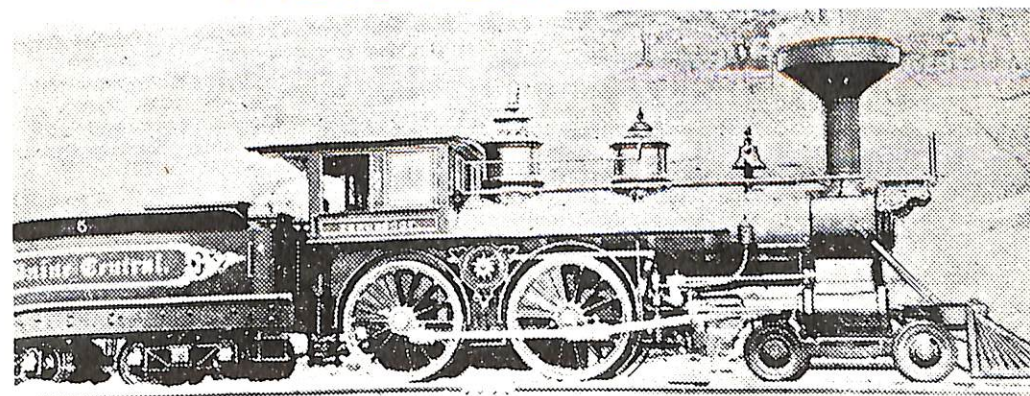
Maine Central Railroad



Railroad Bridge at Augusta, 1863, showing train of that day

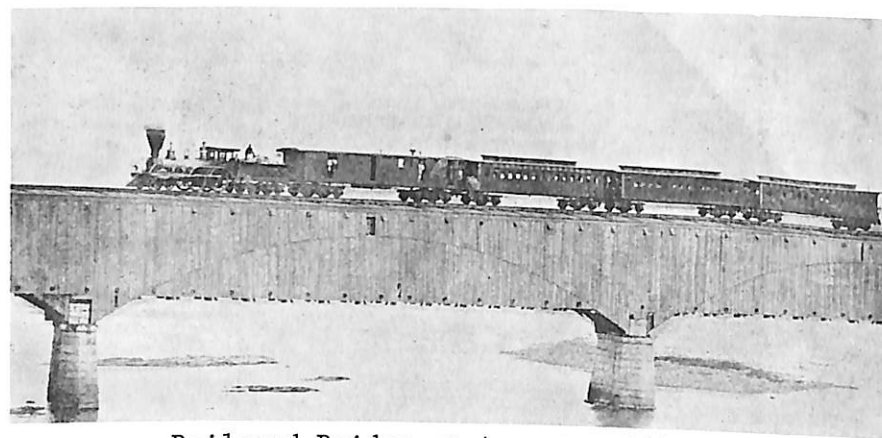


Portland & Kennebec RR "H. N. Jose"

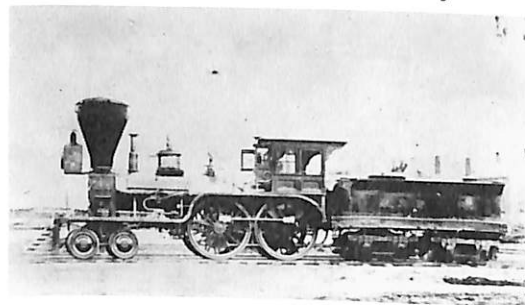


Androscoggin & Kennebec Railroad locomotive, Penobscot

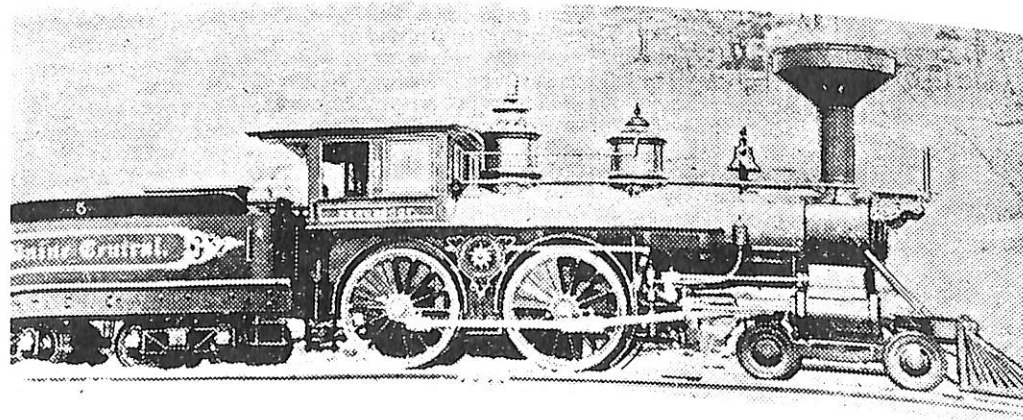
Maine Central Railroad



Railroad Bridge at Augusta, 1863,
showing train of that day



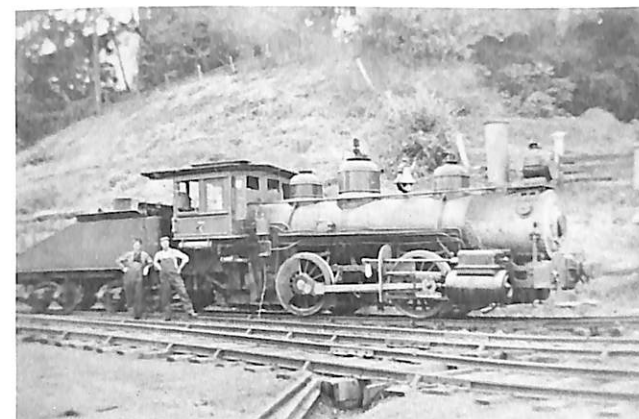
Portland & Kennebec RR "H. N. Jose"



Androscoggin & Kennebec Railroad locomotive,
Penobscot



Prior to 1913

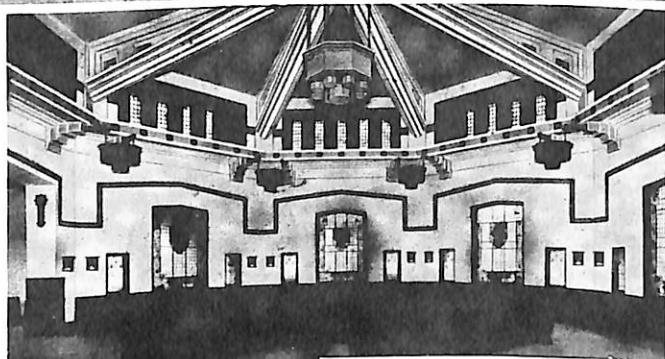


Maine Central engine on tracks in Augusta, Maine



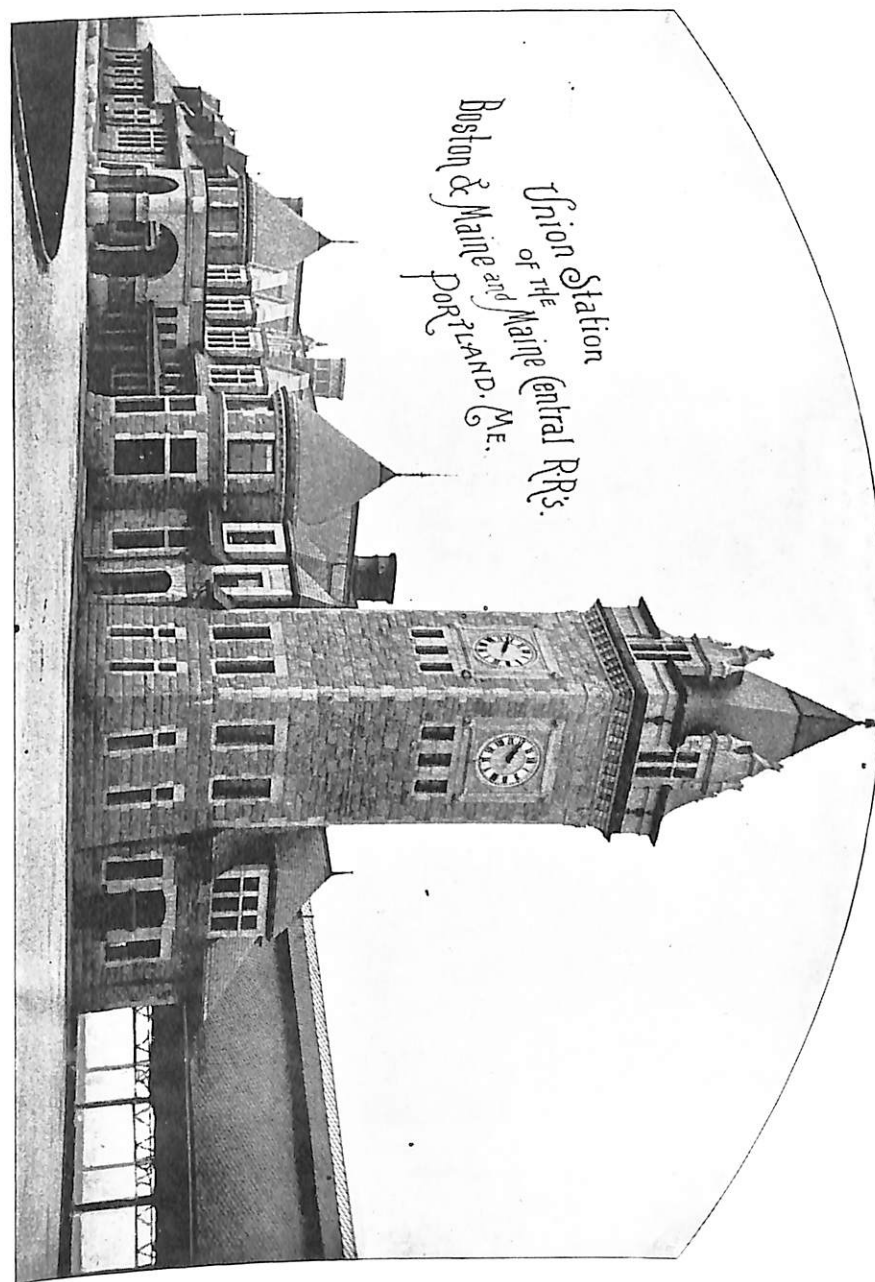
After 1913

Market Square, Augusta, Me.



From collection of Michael D. Burns

Now the site of a Modern Shopping Center

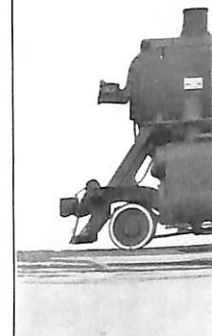




MAINE CENTRAL RAILROAD — Fast Freight, “*The Morning Glory*”

Extra 630 West, Oct. 28, 1928, at Big Bend, One Mile West of Gardiner on the Kennebec River
This Train Contained 103 Revenue Loads

POINTS OF ORIGIN	COMMODITIES HAULED	DESTINATIONS	DESTINATIONS (Concluded)
21 cars from Waterville	42 carloads paper	28 carloads to Boston, Mass.	1 carload to Des Moines, Ia.
17 " " Woodland	11 " wood pulp	15 " " New York, N. Y.	1 " " Fort Wayne, Ind.
9 " " Great Works	12 " various	7 " " Portland, Maine	1 " " New Hope, Pa.
9 " " Eastport	9 " potatoes	3 " " Chicago, Ill.	1 " " Metuchen, N. J.
6 " " Princeton	6 " fish and fish products	3 " " Baltimore, Md.	1 " " Chelsea, Mass.
5 " " South Brewer	5 " paper dishes	2 " " Wachuset, Mass.	1 " " Lowell, Mass.
5 " " Webster	5 " lumber	2 " " Worcester, Mass.	1 " " Lynn, Mass.
5 " " Hinkle	4 " hay	2 " " Cleveland, Ohio	1 " " Greenland, N. H.
4 " " Lincoln	4 " canned corn	2 " " Holyoke, Mass.	1 " " Trenton, N. J.
4 " " Bangor	3 " canned blueberries	2 " " Cumberland Mills, Me.	1 " " Troy, N. Y.
3 " " Basin Mills	2 " pulp wood	2 " " Ansonia, Ct.	1 " " Nashua, N. H.
3 " " Howland	2 " glue stock	1 " " Malden, Mass.	1 " " Newhall, Maine
2 " " Ayer Junction		1 " " Port Huron, Mich.	1 " " Cedar Hill, Ct.
2 " " Oakland		1 " " Black Rock, N. Y.	1 " " Syracuse, N. Y.
2 " " North Anson		1 " " Ypsilanti, Mich.	1 " " New Haven, Ct.
2 " " Calais		1 " " New London, Ct.	1 " " Richmond, Va.
1 " " Ellsworth		1 " " Lee, Mass.	1 " " Rahway, N. J.
		1 " " Peabody, Mass.	1 " " Wilkes-Barre, Pa.
		1 " " Brooklyn, N. Y.	





Head on View of "*The Morning Glory*", Taken at the Same Time



MAINE CENTRAL RAILROAD — Fast Freight, “*The Morning Glory*”

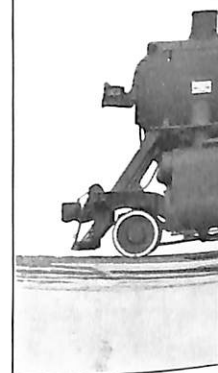
Extra 630 West, Oct. 28, 1923, at Big Bend, One Mile West of Gardiner on the Kennebec River
This Train Contained 103 Revenue Loads



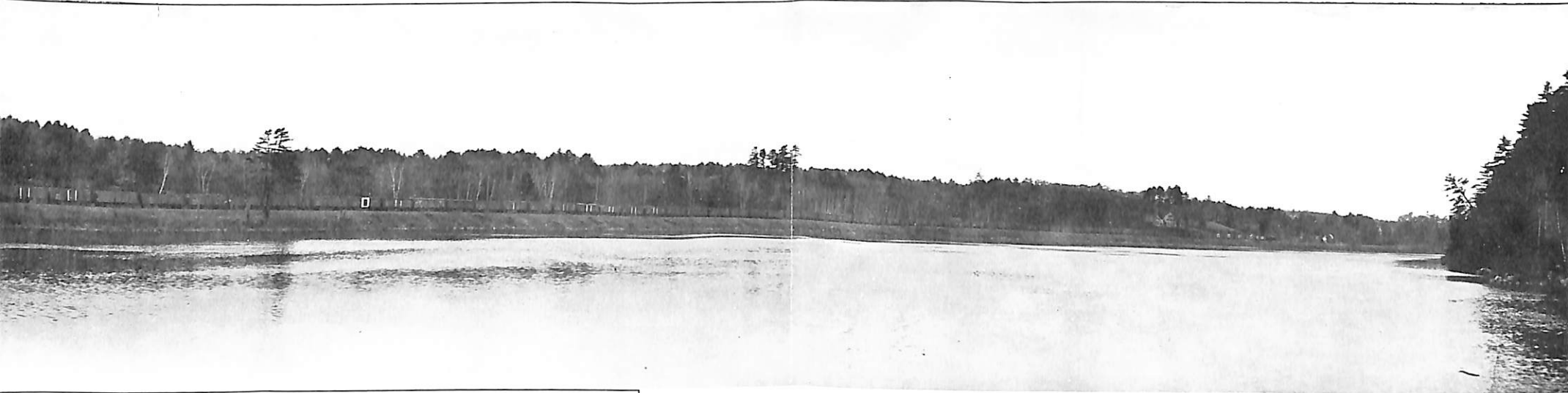
Air View of Rigby Yards, Train's Destination

POINTS OF ORIGIN	COMMODITIES HAULED	DESTINATIONS	DESTINATIONS (Concluded)
21 cars from Waterville	42 carloads paper	28 carloads to Boston, Mass.	1 carload to Des Moines, Ia.
17 " " Woodland	11 " wood pulp	15 " " New York, N. Y.	1 " " Fort Wayne, Ind.
9 " " Great Works	12 " various	7 " " Portland, Maine	1 " " New Hope, Pa.
9 " " Eastport	9 " potatoes	5 " " Chicago, Ill.	1 " " Metuchen, N. J.
6 " " Princeton	6 " fish and fish products	3 " " Baltimore, Md.	1 " " Chelsea, Mass.
5 " " South Brewer	5 " paper dishes	3 " " Wachuset, Mass.	1 " " Lowell, Mass.
5 " " Webster	4 " lumber	2 " " Worcester, Mass.	1 " " Lynn, Mass.
5 " " Hinkleley	4 " hay	2 " " Cleveland, Ohio	1 " " Greenland, N. H.
4 " " Lincoln	3 " canned corn	2 " " Holyoke, Mass.	1 " " Trenton, N. J.
4 " " Bangor	2 " canned blueberries	2 " " Cumberland Mills, Me.	1 " " Troy, N. Y.
3 " " Basin Mills	2 " pulp wood	2 " " Ansonia, Ct.	1 " " Nashua, N. H.
2 " " Howland	1 " glue stock	2 " " Malden, Mass.	1 " " Newhall, Maine
2 " " Ayer Junction	1 " shavings	1 " " Port Huron, Mich.	1 " " Cedar Hill, Ct.
2 " " Oakland	1 " shooks	1 " " Black Rock, N. Y.	1 " " Syracuse, N. Y.
2 " " North Anson		1 " " Ypsilanti, Mich.	1 " " New Haven, Ct.
1 " " Calais		1 " " New London, Ct.	1 " " Richmond, Va.
1 " " Ellsworth		1 " " Lee, Mass.	1 " " Rahway, N. J.
1 " " Ellsworth Falls		1 " " Peabody, Mass.	1 " " Wilkes-Barre, Pa.
1 " " Machias		1 " " Brooklyn, N. Y.	1 " " Indianapolis, Ind.
1 " " Hartland		1 " " Marcus Hook, Pa.	1 " " Roberts, Mass.
1 " " Skowhegan		1 " " Brightwood, Mass.	
1 " " East Newport			

From the collection of Michael D. Burns



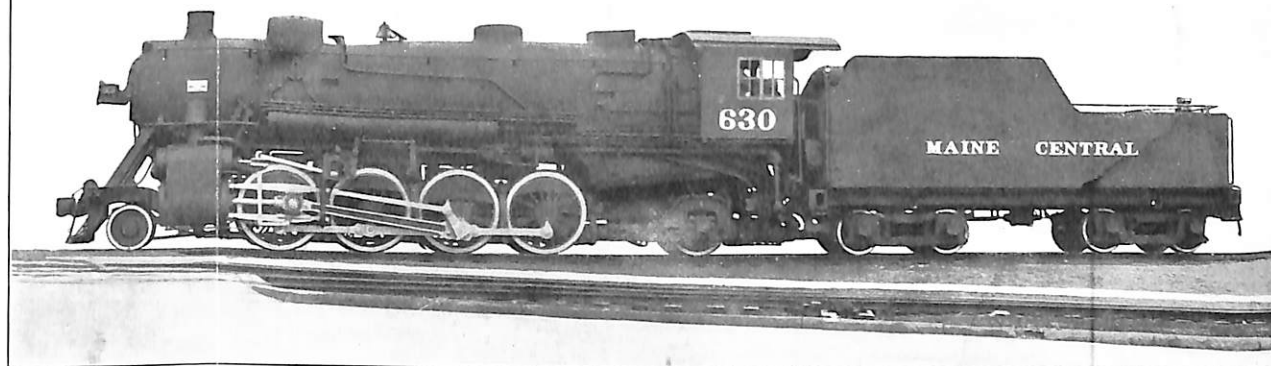
Mikado



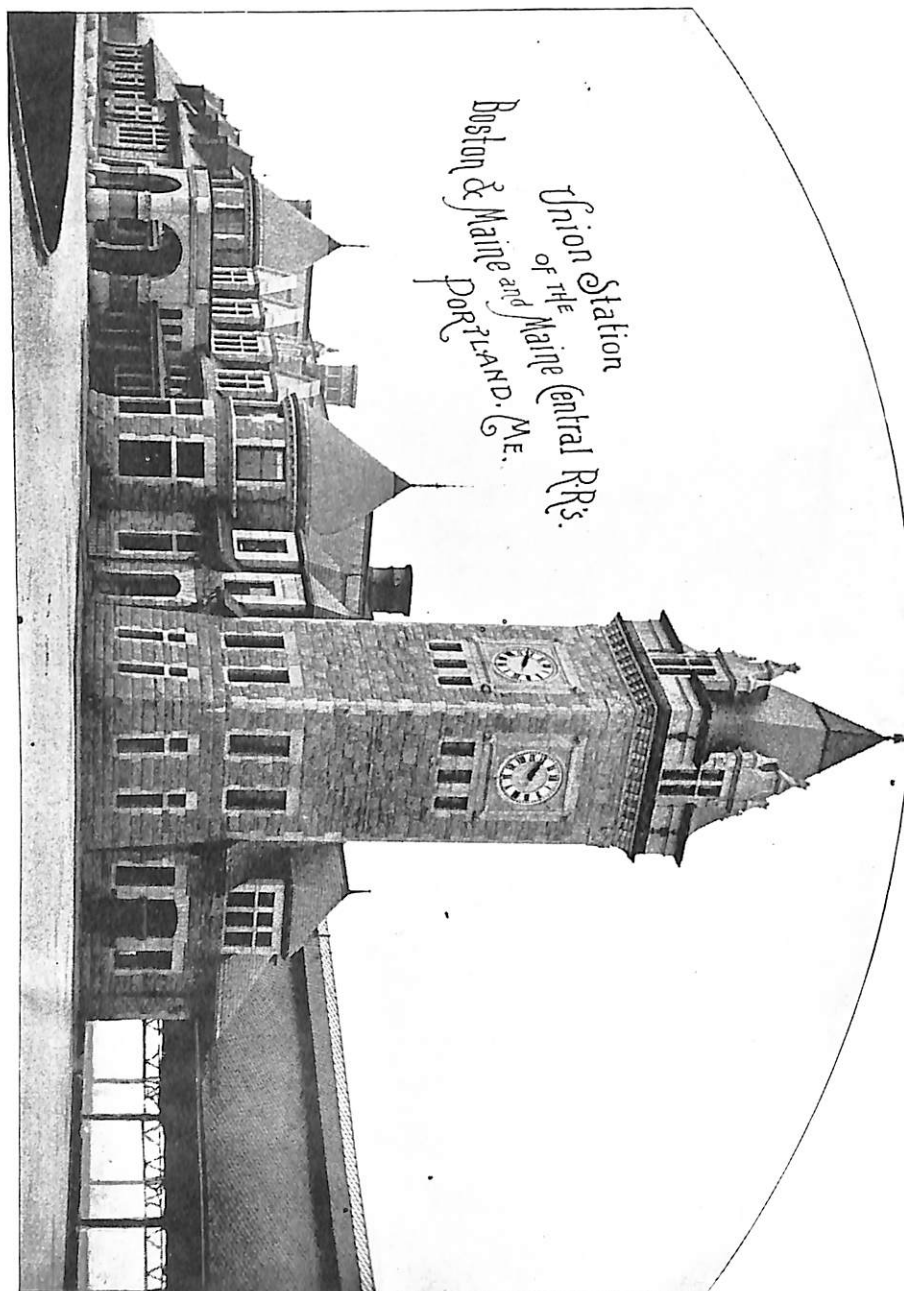
RAILROAD — Fast Freight, “*The Morning Glory*”

at Big Bend, One Mile West of Gardiner on the Kennebec River
This Train Contained 103 Revenue Loads

ITIES HAULED	DESTINATIONS	DESTINATIONS (Concluded)
	28 earloads to Boston, Mass.	1 earload to Des Moines, Ia.
alp	15 " " New York, N. Y.	1 " " Fort Wayne, Ind.
	7 " " Portland, Maine	1 " " New Hope, Pa.
	5 " " Chicago, Ill.	1 " " Metuchen, N. J.
	3 " " Baltimore, Md.	1 " " Chelsea, Mass.
fish products	2 " " Wachuset, Mass.	1 " " Lowell, Mass.
shes	2 " " Worcester, Mass.	1 " " Lynn, Mass.
	2 " " Cleveland, Ohio	1 " " Greenland, N. H.
	2 " " Holyoke, Mass.	1 " " Trenton, N. J.
	2 " " Cumberland Mills, Me.	1 " " Troy, N. Y.
	2 " " Ansonia, Ct.	1 " " Nashua, N. H.
corn	2 " " Malden, Mass.	1 " " Newhall, Maine
blueberries	1 " " Port Huron, Mich.	1 " " Cedar Hill, Ct.
od	1 " " Black Rock, N. Y.	1 " " Syracuse, N. Y.
k	1 " " Ypsilanti, Mich.	1 " " New Haven, Ct.
	1 " " New London, Ct.	1 " " Richmond, Va.
	1 " " Lee, Mass.	1 " " Rahway, N. J.
	1 " " Peabody, Mass.	1 " " Wilkes-Barre, Pa.
	1 " " Brooklyn, N. Y.	1 " " Indianapolis, Ind.
	1 " " Marcus Hook, Pa.	1 " " Roberts, Mass.
	1 " " Brightwood, Mass.	



Mikado Type Locomotive, Standard for Heavy Freight Service on the Maine Central Railroad



Whitefield	18	Cooper's Mills on easterly side of Sheepscot river and about one-half mile north of North Whitefield.
Whitefield	19	Road leading from North Whitefield to Cooper's Mills on west side of Sheepscot river near Cooper's Mills.
Windsor	20	Augusta road near the junction with west road from North Whitefield to Cooper's Mills and about one-half mile west of the Mills.
Windsor	21	China road at a point one and one fourth miles from crossing of Augusta road.
Windsor	22	China road near the residence of Bernard McKenzie.
Windsor	23	Road leading from Windsor to China road and nine hundred feet east of west branch of Sheepscot river.
Windsor	24	The China road near Pope's Corner.
Windsor	25	The Somerville road near Pope's Corner.
Windsor	26	The China road near the residence of Sarah Melvin.
Windsor	27	The road leading from Windsor to China near the bridge over the west branch of the Sheepscot river.
Windsor	28	The road near residence of Horace Choate.
Windsor	29	The road leading from China road westerly and near the residence of Horace Choate.
China	30	The Augusta road at Weeks' Mills.
China	31	The China road near its junction with the South China road.
China	32	The road leading from Branch Mills to Augusta and at a point near the residence of Henry Dinsmore.
China	33	The Horseback road leading from the Augusta and Branch Mills road to the Branch Mills and China Village road at a point near Gully Hill.
China	34	Austin road at Cole's Corner.
China	35	Back road from China to South Albion at a point nine hundred feet east of east

Albion	35	end of bridge at head of China Pond. West road from China Village to Albion at Johnson Brook.
Albion	36	Waterville road near the residence of G. H. Crosby.
Albion	37	Fairfield road near Chalmer's mill.
Benton	38	Bog road leading from East Benton to Albion on the east side of Fifteen Mile Stream, and near the residence of Mr. Robinson.
Unity Pl.,	39	Unity road leading from Benton station to Unity near the crossing of Bog Brook.
Burnham	40	Leonard road leading from Clinton to Troy at a point about one-half mile west of Twenty-five Mile Stream.
Burnham	41	Belfast Branch of the M.C.R.R. (No decree on #41)

* * * * *

1895 - Railroad Commissioners Report

"There are now in the State, eight railroads with the gauge two feet wide, varying in length from five miles to forty-six, and having a total mileage on November 30, 1895, of one hundred and forty-eight miles. These are all constructed with light rails, sharp curves and steep grades, and equipped with light rolling stock. They are a great convenience to the towns and villages through which they run, and while the trains are necessarily small, they do considerable business, some of the railroads paying good interest on the investments."

* * * * *

1902 - Railroad Commissioners Report

Wiscasset, Waterville and Farmington Railroad

"This road extends from Wiscasset to Winslow, a distance of 42.2 miles, with a branch of 15.3 miles from

Week's Mills to Albion. The line between Week's Mills and Winslow has been constructed the past year and has materially increased the receipts of the road.

This new part of the road has been substantially built, has good alignment and easy grades and is fairly well ballasted. The rail is heavy and ties are of good size.

Considerable work has been done upon the old line. The trestles have been quite extensively renewed and much new timber used. They are very generally in good order, and equal to the service required of them.

Nineteen thousand three hundred eighty-six new ties have been used, some miles of ballast put on, and the cuts well ditched.

The station buildings are neat and attractively painted with shades of green which have been adopted as the standard colors of the road. An engine house and machine shop have been built at Winslow.

On the whole this road has been very much improved the past year and seems to have taken a new lease of life. Extensive repairs have been made upon the locomotives and cars, both freight and passenger. One locomotive, three passenger and twenty-two freight cars have been added to the equipment."

It is well known that the W W & F was plagued by financial problems. The following sampling of annual deficits sketches the picture until the road was purchased by Carson C. Peck in 1906:

<u>Year</u>	<u>Operating Expenses over Gross Earnings</u>
1895	\$ 4,971.37
1896	11,194.04
1897	8,346.42
1898	11,651.69
1899	12,546.78 In hands of Receiver

1901	\$ 4,171.42	Re-organized as W W & F Railroad
1903	12,037.35	
1905	9,325.21	Receiver appointed, October 7, 1905. First mortgage on entire line 56.46 miles. All equipment mortgaged.
1906	8,767.92	Purchased by Carson C. Peck, December 4, 1906 and transferred to Wiscasset, Waterville and Farmington Railway Co.

1906 - Railroad Commissioners Report

"This narrow gauge road is sadly in need of substantial renewals and repairs. Especially upon the portion between Wiscasset and Windsor a liberal application of ballast would materially benefit the track.

"Between Windsor and Albion the character of the ground is more favorable for drainage, there being more gravelly soil and less clay. This portion of the road is in very fair condition as to ballast and surface.

"The line from Weeks' Mills to Winslow is also fairly well ballasted and cared for. The track of this section is largely laid with second-hand 65 pound rails which are somewhat sprung at the ends, making a smooth and noiseless joint impossible. With this exception the track is very creditable.

"The trestle bridges appear to have been carefully watched and unsound wood renewed upon many of them. An unfortunate derailment near the queen truss at Carleton brook destroyed it, and it has been replaced by a temporary structure.

"On the whole, the bridges are in a fairly good state of preservation, and safe for the passage of trains.

"There is a deficiency of motive power and rolling stock to economically handle the business offered to the road, and the management is at a disadvantage because not able to make repairs of locomotives at its own shop.

"The road has been in the hands of a receiver for sometime, who has operated the road as well as circumstances permitted."

1907 - Railroad Commissioners Report

"The change of ownership appears to have operated in favor of this road, which has passed through so many vicissitudes.

"More money has been expended upon the roadbed and rolling stock this year than for many years previous. Ballasting has been done, and many new ties - some twenty thousand - have been put in. A mile of new sidings has been built.

"A machine shop has been fitted up at Wiscasset with some five thousand dollars worth of machinery, so that repairs can be made there, which formerly have been made in foreign shops.

"One Mogul engine of forty-two tons for freight work, and one passenger engine of thirty tons have been purchased, and also ten new flat cars.

"The north end of the pile bridge has been filled for some two hundred feet, and a new top has been put upon the rest of it, with new piles when necessary.

"Another trestle bridge, 2½ miles north of Weeks' Mills, 180 feet in length has been filled, and another 96 feet in length near Winslow.

"The bridges have all been overhauled and new timber liberally used when required.

"Several new culverts have also been put in and

cattle passes rebuilt. Iron pipe has been freely used when the area of drainage is limited. Some fifteen miles of track has been lifted from six to eighteen inches and a mile of new fifty-six-pound steel has been laid, the old being used for siding.

"In fact, the road has never been in so good condition for doing business as the present time.

"We look for better times for it in the future."

1908 - Railroad Commissioners Report

"Under the new management this narrow gauge railroad has been put in better physical condition than ever before in its history. Especially is this the case between Week's Mills and Winslow. The trestles at South China, East Vassalboro, Fuller's Woods and North Vassalboro - an aggregate length of about 650 feet - have been filled during the past two years. There is now but one opening in the track between Week's Mills and Winslow, that being the outlet of China Lake.

"All bridges upon the entire line have been thoroughly repaired when necessary and much new timber used.

"More than ten miles of track have been well ballasted and 12,000 new ties put in, which, with previous work, makes the entire road very creditable and in good condition for business.

"At Wiscasset the wharf and about 300 feet of trestle leading to it, have been rebuilt. The long trestle at this terminus has been carefully looked after and partly filled.

"Such improvements in the road with very light traffic, and which in the past years has been much neglected, in regard to its physical condition, are entitled to our most favorable mention."

Continued notations from the annual reports show the following balances credited to the profit and loss

account:

1908	\$ 2,582.53
1909	2,363.59
1910	5,487.33
1911	5,430.61
1913	2,723.92

Still reviewing the period 1901-1913, the schedule of daily salaries provides some interesting observations

<u>Classification</u>	<u>1901</u>	<u>1913</u>
General Officers	\$ 3.41	\$3.18
General Office Clerks	1.87	2.33
Station Agents	.61	1.13
Other Station Men	.38	1.21
Enginemen	1.75	2.02
Firemen	1.27	1.57
Conductors	1.50	2.01
Other Trainmen	1.15	1.51
Carpenters, Machinists	1.85	1.98
Other Shop Men	1.71	2.16
Section Foremen	1.35	1.59
Other Trackmen	1.18	1.68
Switch tenders, Crossing tenders and Watchmen	1.00	1.71

Passengers and Freight

<u>Year</u>		<u>Passengers</u>	<u>Freight tons</u>
1902		12,479	15,000
1903		37,577	23,880
1904	Average journey 11.96	38,070	26,374
1905	Average journey 11.54	28,521	26,975
1895	Average fare per mile 2.90 cents)lowest of all		
1905	Average fare per mile 2.944 cents)narrow gauge fares		
1905	Monson line had the highest average fare per mile, 10.294 cents.		

Description of Equipment

1903 - Locomotives: Total locomotives in service, 4; all equipped with Eames vacuum train brake.

Cars: Passenger service - first-class, 3; equipped with Eames Vacuum train brake, 3; equipped with Miller automatic coupler 2. Combination, 2; equipped with Eames vacuum train brake, 2; equipped with Miller automatic coupler, 1. Baggage, express and postal cars, 1; equipped with Eames vacuum train brake, 1; equipped with Miller automatic coupler, 1. Other cars in passenger service, 1; equipped with Eames vacuum train brake, 1. Total, 7. Freight service - box cars, 27; flat cars, 28; coal cars, 6; total, 61. In company's service - caboose cars, 1; other road cars, 21; total, 22. Total cars owned and in service, 90.

Investment since June 30, 1907

	Total Expenditures July 1, 1907 to June 30, 1913
Road	
Right of Way and Station Grounds	\$ 1,098.38
Real Estate	1,150.00
Bridges, Trestles and Culverts	11,091.77
Ties	3,735.71
Rails	1,504.43
Ballast	19,456.05
Station Buildings and Fixtures	1,496.05
General Office Buildings and Fixtures	4,444.98
Shops, Engine houses and Turntables	2,735.01
Shop machinery and tools	5,292.89
Water Stations	1,981.10
Dock and Wharf Property	9,676.47
	<u>\$ 59,663.43</u>
Equipment	
Steam locomotives	13,578.55
Passenger train cars	984.00
Freight train cars	3,885.00
	<u>\$ 18,447.55</u>

1913 Report, continued:

"This road is located from Wiscasset, along the fertile valley of the Sheepscot river and its branches to Albion. This section of the state has recently begun the cultivation and production of potatoes. During the season of 1911, 100,000 bushels were shipped over this road. In 1912, 180,000 bushels were hauled, and the season of 1913 gives every indication of at least as many, if not more, than last season.

"During the year, under efficient and economical management, the company has been able to make a great many improvements on the line as will be seen by the detailed statement following:

"Ten miles of track have been ballasted, varying in depth from six to eighteen inches according to conditions, and 45,000 new ties, mostly cedar, have been put in the track. A large amount of ditching has been done and the material taken to widen narrow fills.

"The iron bridge at Whitefield and the wooden one at Carleton's have been retimbered throughout with hard pine.

"The bridge at Cooper's Mills has been repaired by putting in two concrete abutments and one center pier, making the total length of the bridge thirty feet instead of ninety feet.

"The trestle at Clary's has been disposed of by putting in two concrete abutments, giving an opening of twenty feet with hard pine stringers, and filling approaches.

"At Wiscasset, the company put in a new side track two hundred feet long, built of hard pine on oak piling, for the use of the Turner Center Dairying Association, while at other points along the road, an aggregate amount of 500 feet of industrial sidings for lumbering operations has been put in.

"A new six thousand gallon water tank, with a concrete foundation, was erected at Weeks Mills.

"In accordance with the policy adopted by this company, the management has during the year, put earnings, amounting to \$44,895. into maintenance of way and structures and equipment.

"A large amount of right of way fences has been repaired and three miles of new sheep fence have been built.

"At Palermo, a large potato house was erected to accommodate the shippers of this increasing traffic.

"The company has a repair shop at Wiscasset in which it handles all ordinary repairs to its equipment, and in which a hundred light electric lighting plant has been installed recently."

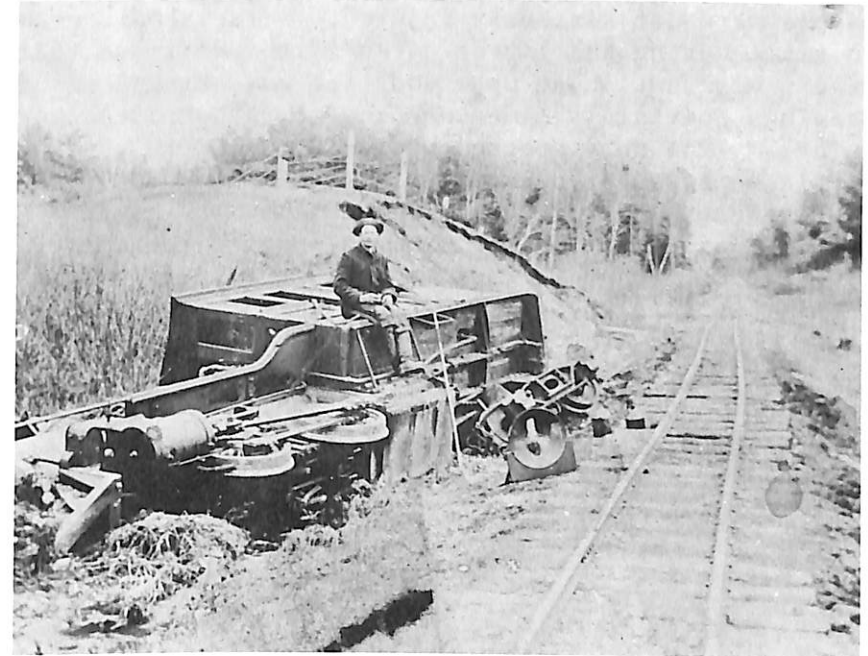
The story of the last twenty years of the W W & F is told in considerable detail in "The W W & F Two-Footer - Hail and Farewell". Suffice it here to say that the prosperity enjoyed during the teens and early twenties was followed by the inevitable encroachment of trucks, depression and insurmountable financial problems.



Potato House Palermo, Maine

1910

Wrecks



WHO and WHERE AM I?

WRECKS

The more that I study the narrow gauge railroads, the more interesting the wrecks become. When one thinks of the little trains meandering down through the woods one wonders why there were not more wrecks and more people were not seriously injured. The repair crew was so small during the latter dates of the railroad that the tracks were not kept up, and the sun kinks and frost heavings certainly made the road a rather treacherous thing. The only person who was killed in one of the little cars was Fred H. Allen. This incident was thoroughly described in "The Weeks Mills 'Y' of the Two-Footer", and one can see from the record that this accident was not the result of a wreck, but purely the result of his own carelessness.

In order to obtain a better idea of the wrecks that happened on the W W & F, here are a few pictures showing where some of the most famous ones took place.



The Cream Car Wreck in Wiscasset

No. 4 left the iron at the top of the Mountain when it was going south on train #8. Charles Coffin was engineer and Earl Keef was firing. This occurred in the early 1900's and was the first engine that Earl ever saw tip over. It was going about 25 miles an hour.

One flat car loaded with red oak tipped over, and if the front stake on the flat car had broken, Coffin would have been killed as both he and Earl Keef had jumped from the engine. This was a case where no one knew what caused the engine to leave the track. One of the rare times when Earl admits to being scared.

In North Whitefield, about two miles south of the town of Coopers Mills, just north of "Nigger Meadow", near Walter Kennedy's, on May 7, 1915, we find, yes, poor No. 4 again, leaving the track due to the frost coming out of the ground. Charles Pomeroy has just been put in the position of engineer, and Earl Keef who was working in the shop at Wiscasset, had been sent as fireman by Manager Sewall to be with Pomeroy in his new position. He jumped from the train and was injured only slightly.

During the rescue operations, Harry Munson, a spectator, watched the men place the rope on the engine, but it kept slipping, and they were not getting anywhere, so after several attempts, with the rope slipping each time, Mr. Munson asked Mr. Sewall if he could have a try in tying the rope. Mr. Sewall told him to go ahead, he tied it, the rope held, and the engine was pulled on to the track.



Road Crew at North Whitefield

R. to L. - _____, John Gerald, China, John Berry, Weeks Mills, Merton Brann, Alton Gould, Arthur Davis, _____, Harry Thomas, Boss. Fourth from left, Gus Gould.



North Whitefield - May 7, 1915



Cock-eye Curve - One mile north of Sheepscot
November 15, 1928

Cock-eye Curve, November 15, 1928



This wreck happened in the fall of 1928, November 15, and was caused by a broken truck frame. The train consisted of Engine No. 4, fourteen loaded cars and combination passenger and mail car. The fourth car from the engine broke down, left the tracks, taking the next five cars (2 cars of canned corn, 12 ton each; 2 cars baled hay, and two cars of box boards) down over a bank and into the woods. The train was going about 25 miles an hour.





Near York's Store - Windsor
George Lincoln, Engineer,
Jack Riley, Brakeman



At Windsorville

Again we find Pomeroy tipping No. 3, this time into the west ditch in Abbotts Field in Albion. Train No. 2 was going south at about 30 miles an hour. Frank Fair-service, the fireman, jumped from the train but engineer Pomeroy stayed at the helm and no one was hurt.

On the east side of Lovejoy Pond in Albion, below Hammonds' cottages was the scene of another wreck on April 4, 1927. Frank Fairservice was the engineer. The lady shown in the picture below is Alfred Rancourt's Mother-in-law. The next picture was taken by Earl Keef who identifies the light streak as coming from his camera.



Lovejoy Pond - April 4, 1927



At another time in the early 1900's, #4 was going over the switch at the south end of the wye at Weeks Mills when it split the frog. It left the track and tipped over onto a platform used for the transfer of passengers and baggage going either to Albion or Winslow. It had a load of large pipe consigned to the Waterville Water District. Everett Jackson was the engineer, John Dunton was the fireman, and Ed Seigars was the conductor. Some of the cars were derailed. After the accident, John Dunton was missing. The crew looked around with some apprehension but when things had quieted down, someone saw John come crawling out of one of the two foot pipes. They were being hauled to Winslow from where they would be laid to carry water from China Lake to Waterville.

During the more prosperous years of the road, four trains a day were scheduled to go down the line. One day Gus Gould and others were working on the tracks. As they headed up the tracks north of Coopers Mills, they heard a train whistle but paid little attention to it as no train was due at that time. Despite their faith in the known schedule, as they rounded a bend a train was coming toward them. They jumped the hand car on which they were riding - none too soon for dinner pails soon flew in all directions as the train hit the handcar.

Perhaps one of the best known was the "Masons" wreck that took place at Head Tide on September 12th 1905.

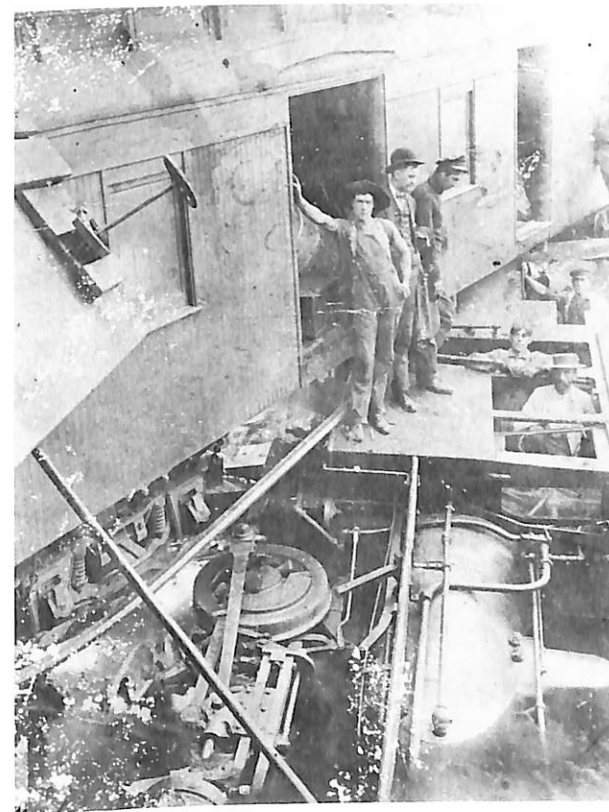
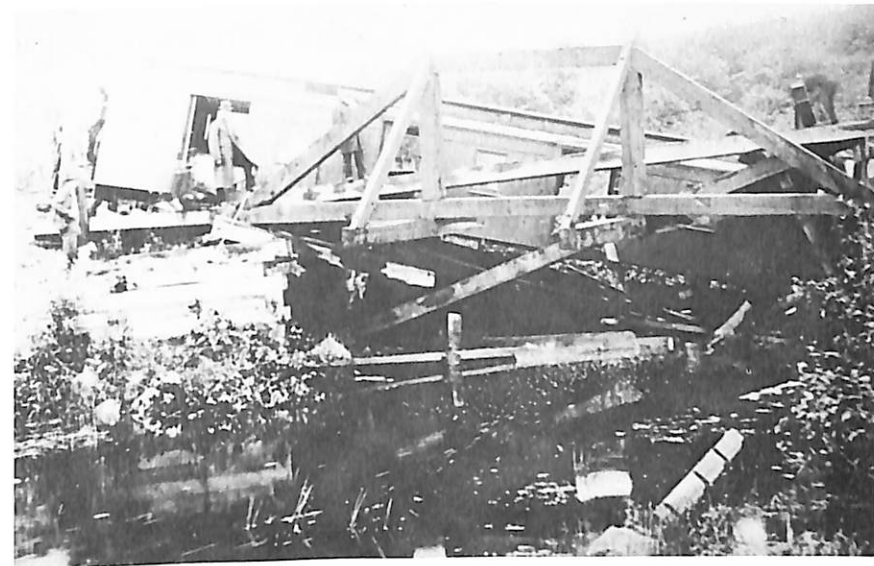
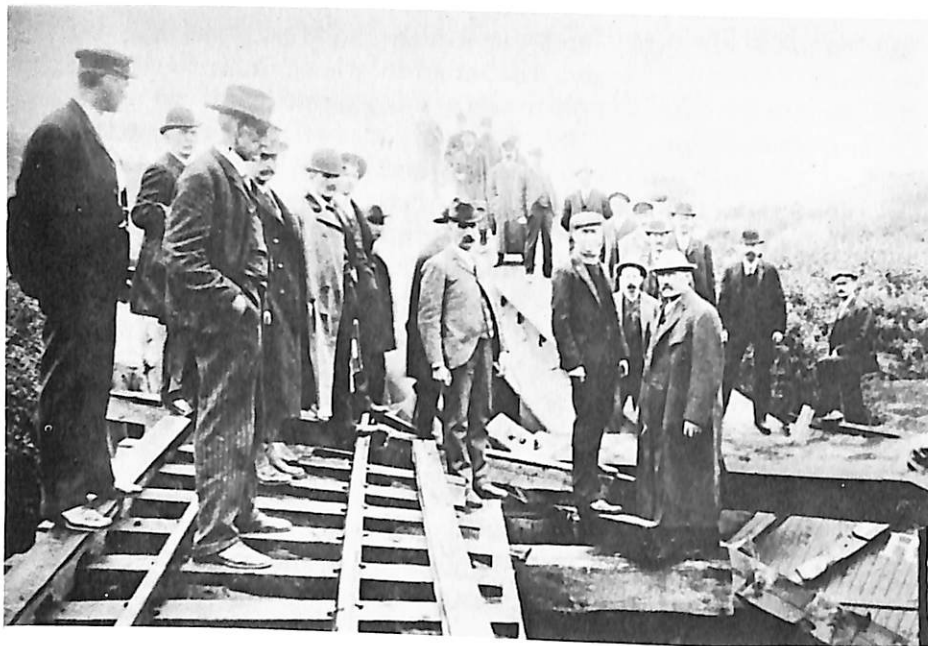
This famous wreck happened on a 60 foot bridge, twenty feet above a brook about ten feet deep. Several passengers were injured but none seriously and none were killed. The engine, mail car, and a combination baggage car left the rail and formed a barrier for the passenger cars so they did not leave the rail. The train had 85 passengers, 65 of whom were members of Waterville Lodge 23 of the Masonic order, en route to Wiscasset where they were to be guests of Lincoln Lodge 3, at a clam bake. The train was late in leaving Waterville, and the engineer was trying to make Wiscasset on time. There was a sharp curve just before the Head Tide Bridge.

As the train swept around the curve, perhaps going a little too fast, it suddenly left the rails. The engine was raised slightly and came down suddenly on the bridge which did not hold and the engine plunged into the water. The engineer and fireman were very fortunate in escaping with their lives. The fireman, Otis Quincy of Winslow, leaped through the cab window and swam for shore. The engineer, E. L. Plummer, also from Winslow, came near to being less fortunate. The locomotive rolled over on its side, however, allowing Plummer to crawl out of the cab window and swim ashore. In spite of the damage to the bridge and the miraculous escape of the fireman and engineer, the passengers escaped with only a few bruises. According to the engineer Plummer, "We were a little behind hand and were trying to make up time. We had on full steam. I was at the throttle. We had just got around the curve when the engine left the iron. As the engine struck the bridge it seemed to knock it into kindling wood. There was an awful crash; then we realized that we were tumbling into the brook."



A widely recognized post-card picture of the "Masons" Wreck

At Head Tide - September 12, 1905





Oxen are pressed into service to rescue #4 at the foot of the Mountain. Note special spur track laid to get the engine back on the main line.

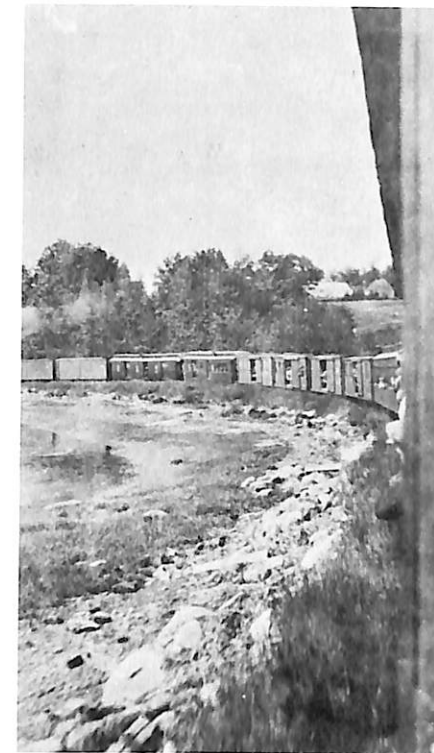
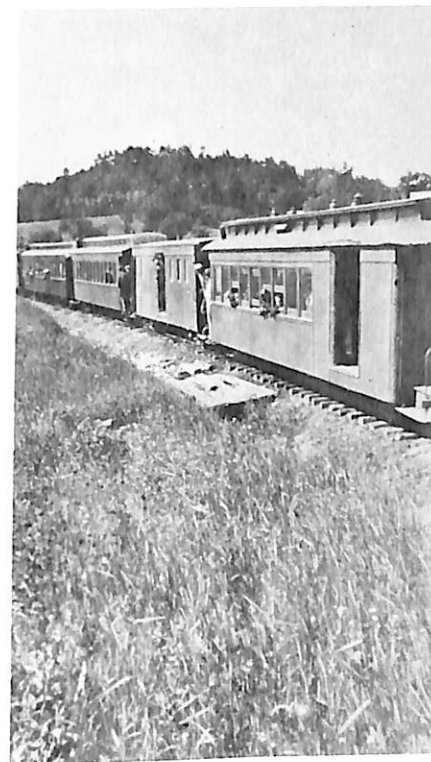
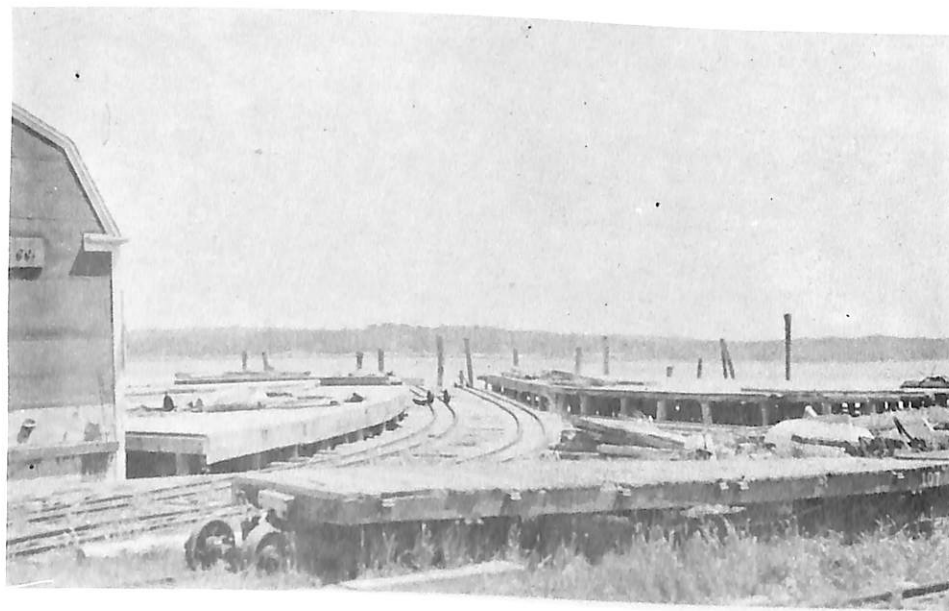
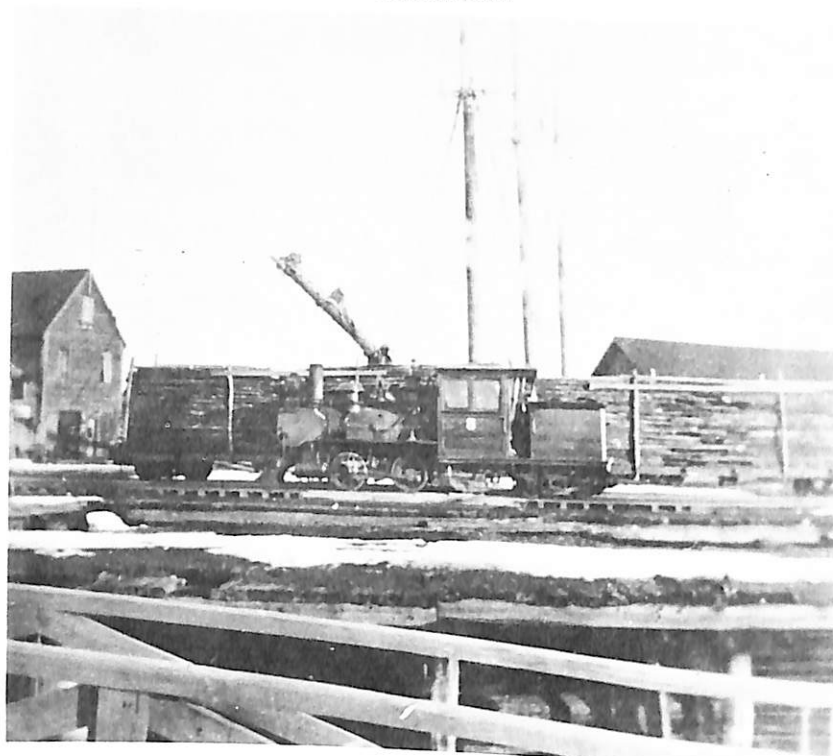


Spring Clean-Up, Perhaps?
One-half mile north of Head Tide



#4 with John Dunton as Engineer at the spot in Whitefield where Fred Jacques was buried with gravel, just the top of his head above his eyebrows sticking out. The other men hurriedly freed him and he escaped all right.

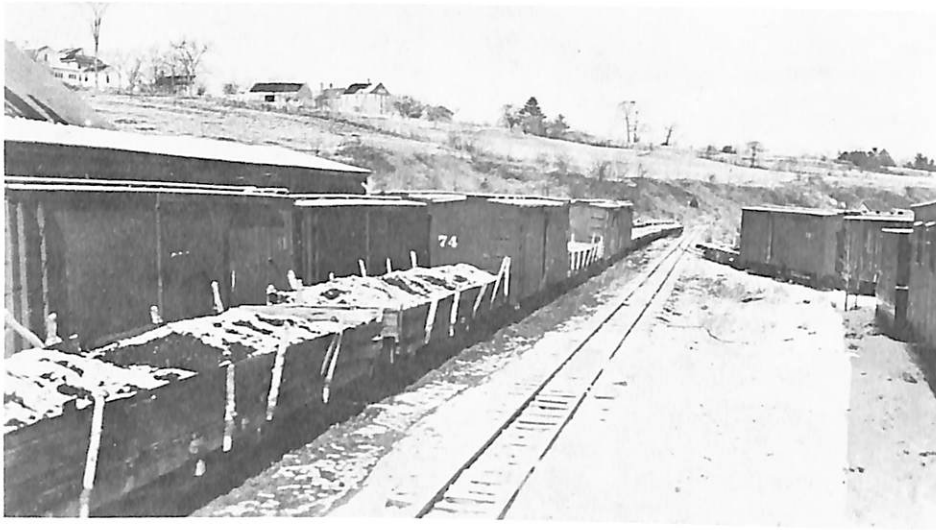
Wiscasset



Happy excursionists Wiscasset-bound to see Donald B. MacMillan off to the Arctic



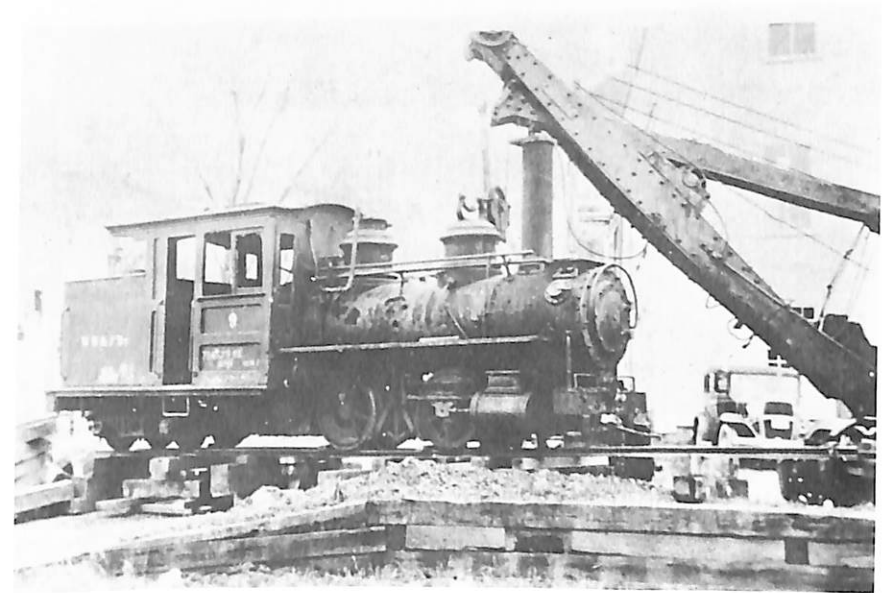
Train No. 11, northbound, near mile post #2 between Wiscasset and Sheepscot



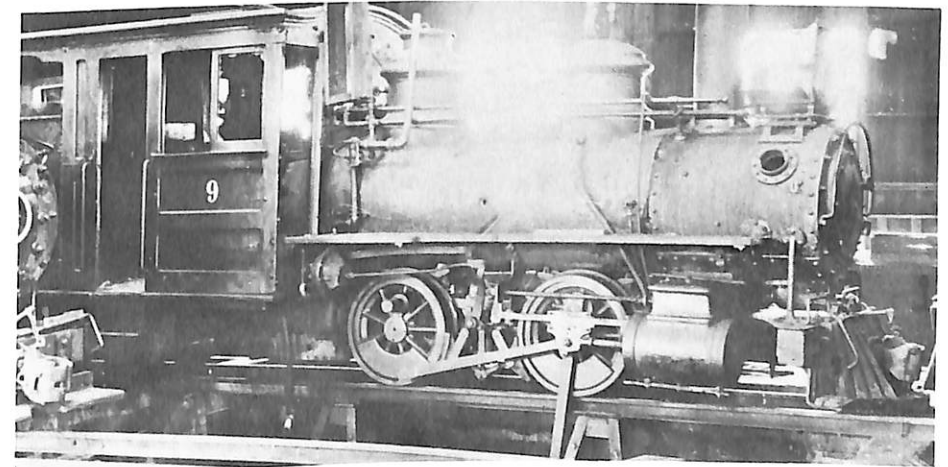
Coal bound for the Mill at No. Vassalboro



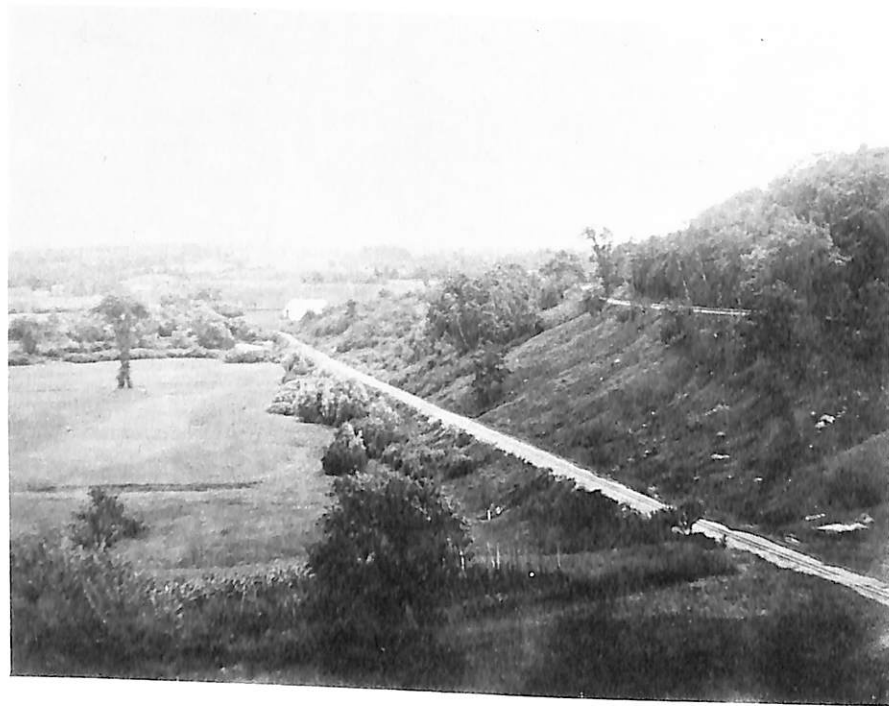
Final Dismantling at the Wiscasset Shop



Purchased in 1933 from the Kennebec Central (ex Sandy River and Rangeley Lakes RR) by Frank W. Winter, last owner of the W W & F. After a short life on the Wiscasset line, #9 was purchased by an ardent railroad fan, William Monypeny, and now rests peacefully in West Thompson, Connecticut

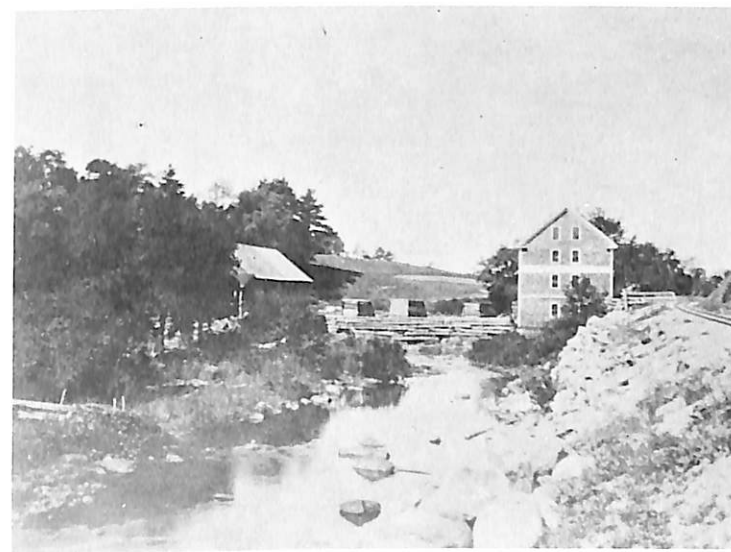


Head Tide





Whitefield



Ford's Mill at Whitefield

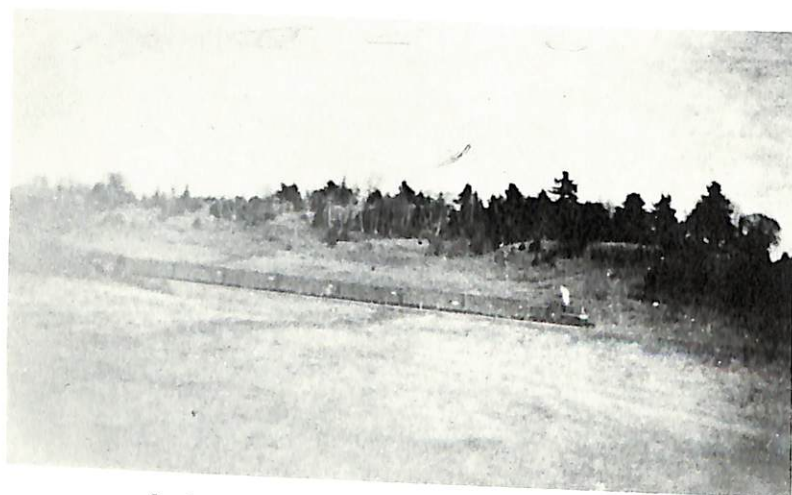


Lunch Time at the Iron Bridge
L. to R. Bill Taylor, Eddie Hatch, Harry
Stilphen, Ludy Mathews, Frank
Tarr, Edwin Taylor

North Whitefield



North Whitefield Station
looking toward the "Hill"



Going South from Preble's Crossing



#4 at Carleton's Crossing



George Lincoln in the cab,
Roland Kennedy, outside. North of King's Mills



Arthur King at Preble's Crossing



Horace Kennedy and Henry C.
Waters, Jr., North of King's Mills

Coopers Mills



Station and Yard - Coopers Mills

Weeks Mills



W. W. & F. R. R. Station, Weeks Mills, Me.

James McLaughlin at the Weeks Mills Station



WEEKS MILLS ME. 3



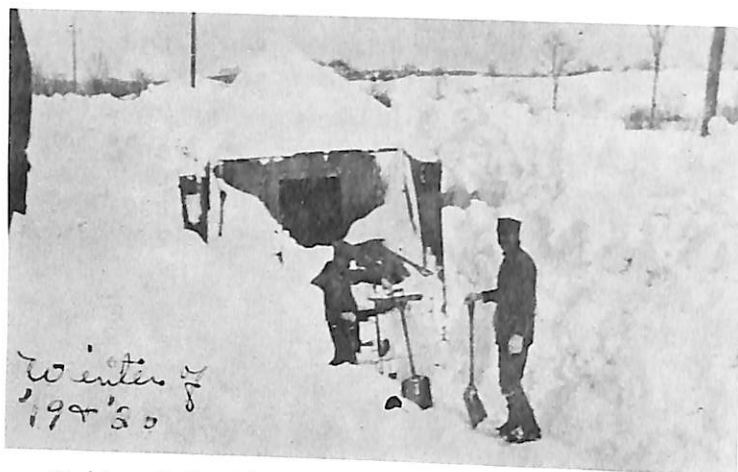
The narrow gauge served many practical uses but it could be artistic as well. Just south of the Weeks Mills station a lovely background for a pretty girl. Edna White Weeks Van Strien in August, 1910

Her father, Hubbard J. White worked as Brakeman from 1894 to 1897 when he and his family lived at Abbott's boarding house in Albion.

Later, Mr. White was Station Agent at Weeks Mills from 1925 to 1932.



Construction Crew about 1910: Three seated, Wilfred doe in center, on his left, Merton Bickmore. At left of group of three, Fred Weeks in white shirt, under his arm, Fred Bragg. Four standing: 2nd from left, Harvey Weeks, last on right, Orient Holt

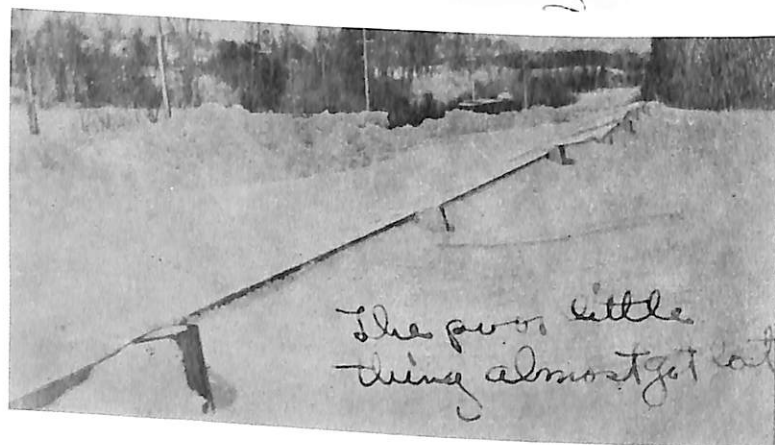


Winter of
'1945

Hubbard J. White and
Willis B. Shuman



All the same
day!

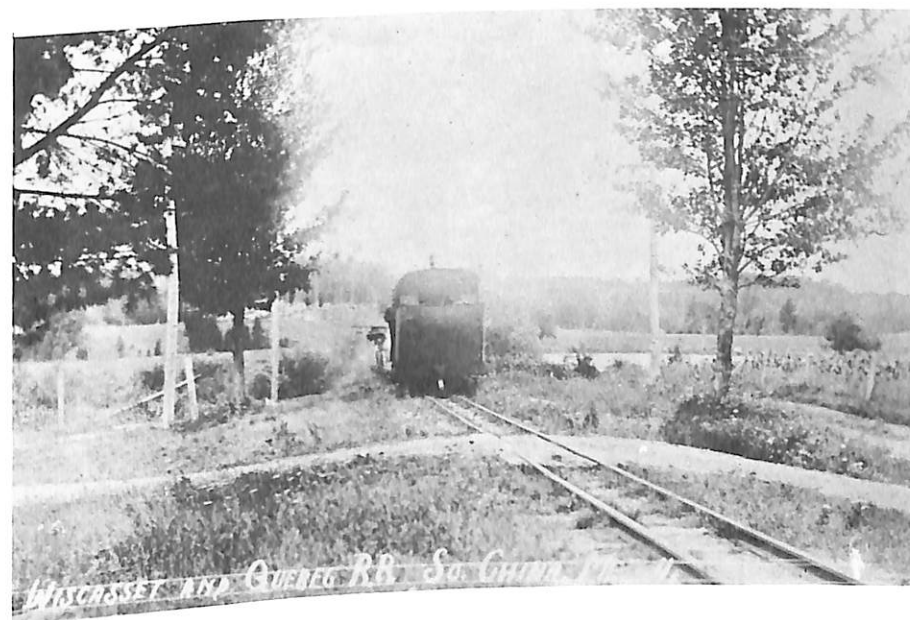


The poor little
thing almost got lost

South China



R.R. STATION, SO CHINA ME. 15.



WISCONSIN AND QUEBEC R.R. SO CHINA ME. 15



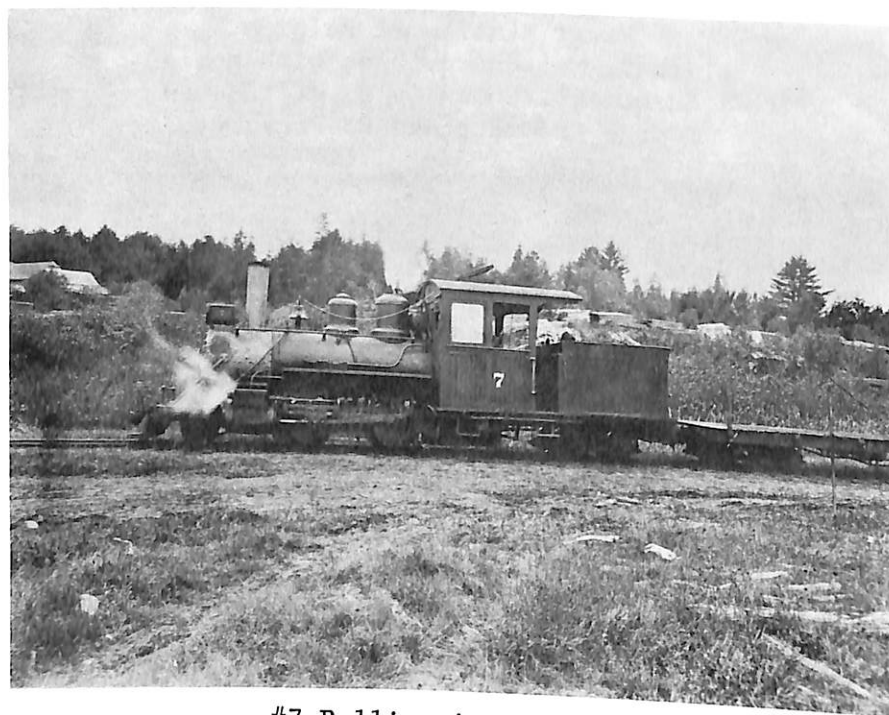
Gala crowds arrived at "The Pavilion" via special trains on the Weeks Mills to Winslow branch

Palermo



First Station at Palermo
L. to R. Merton Worthing with horse,
a 'drummer', Homer Cole, Will Jones,
George Crommett and Ed Prescott

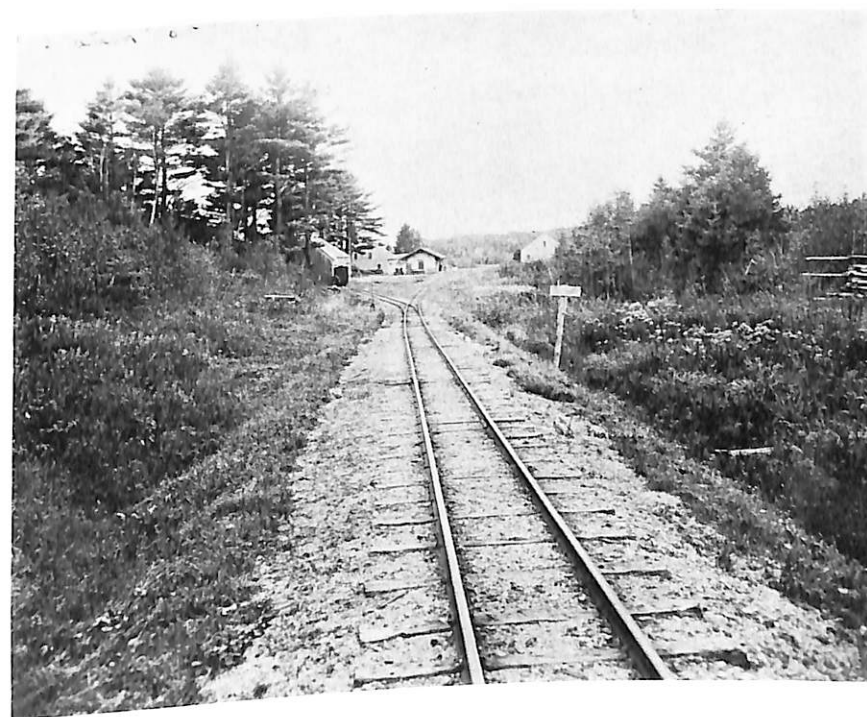




#7 Pulling in to Palermo



PALERMO



Winslow



Abutements at the edge of the Kennebec River
mark end of the Winslow branch of the W W & F

MAINE CENTRAL RAILROAD



From collection of Joe Beck

Last Maine Central Railroad Steam
Locomotive to run in Maine
June 13, 1954

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by Stanley Foss Bartlett

Railroad Commissioners Reports of the State of Maine
1891 - 1913



At the end of the Winslow Branch
Early 1900's

From collection of Ellis Walker

MAINE
FEB 1 1898

Pariping to New Sparap

100 Datum

Pariping

100 R.R. track

1000 ft. Trestle Bridge

Bridge

1000 ft.

1000 ft.

1000 ft.

1000 ft.

1000 ft.

1000 ft.

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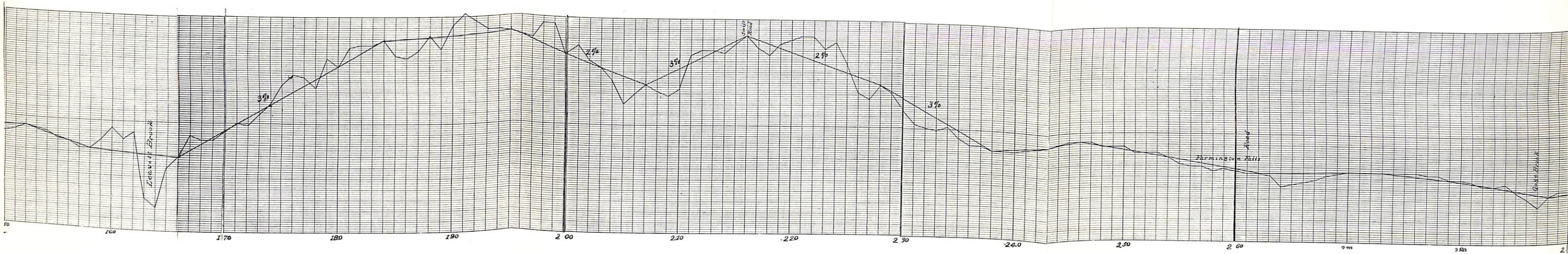
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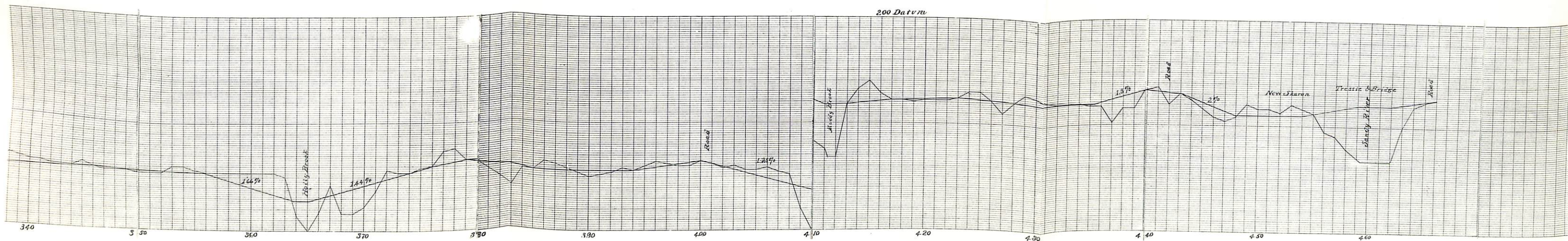
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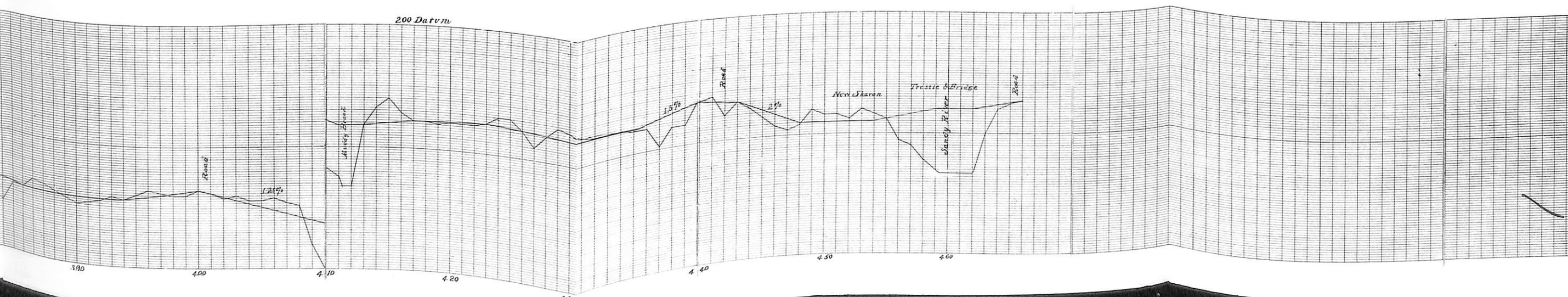
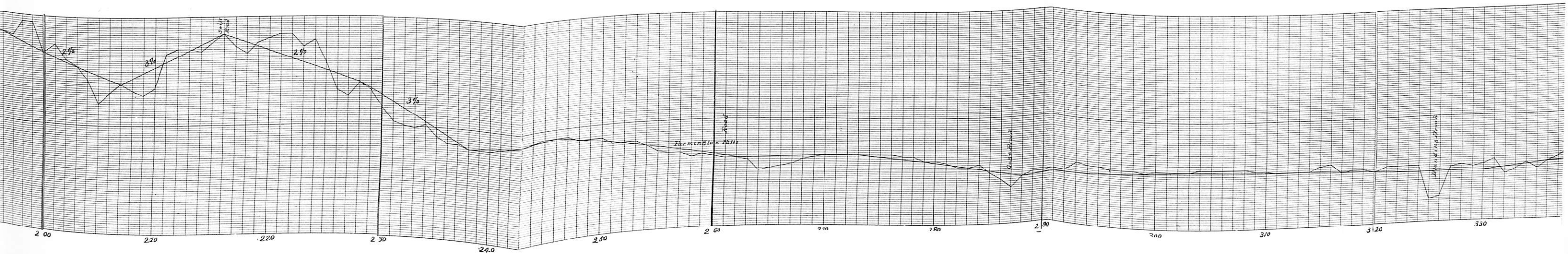
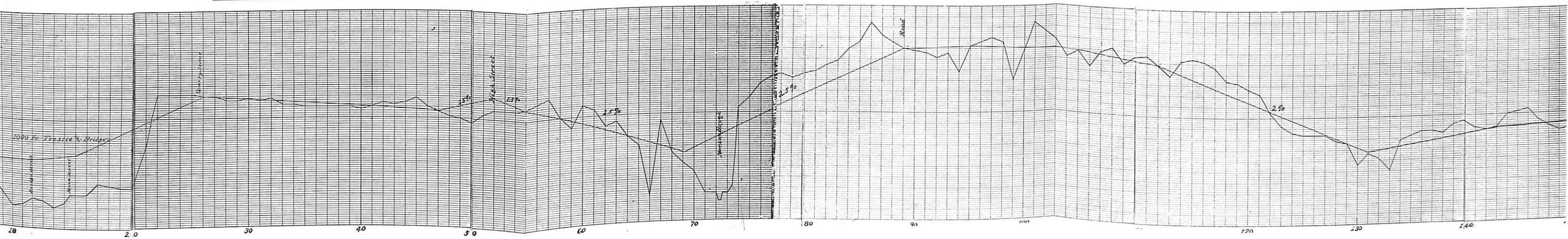
1000 ft.

1000 ft.



200 Datum





Don.

Ref

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